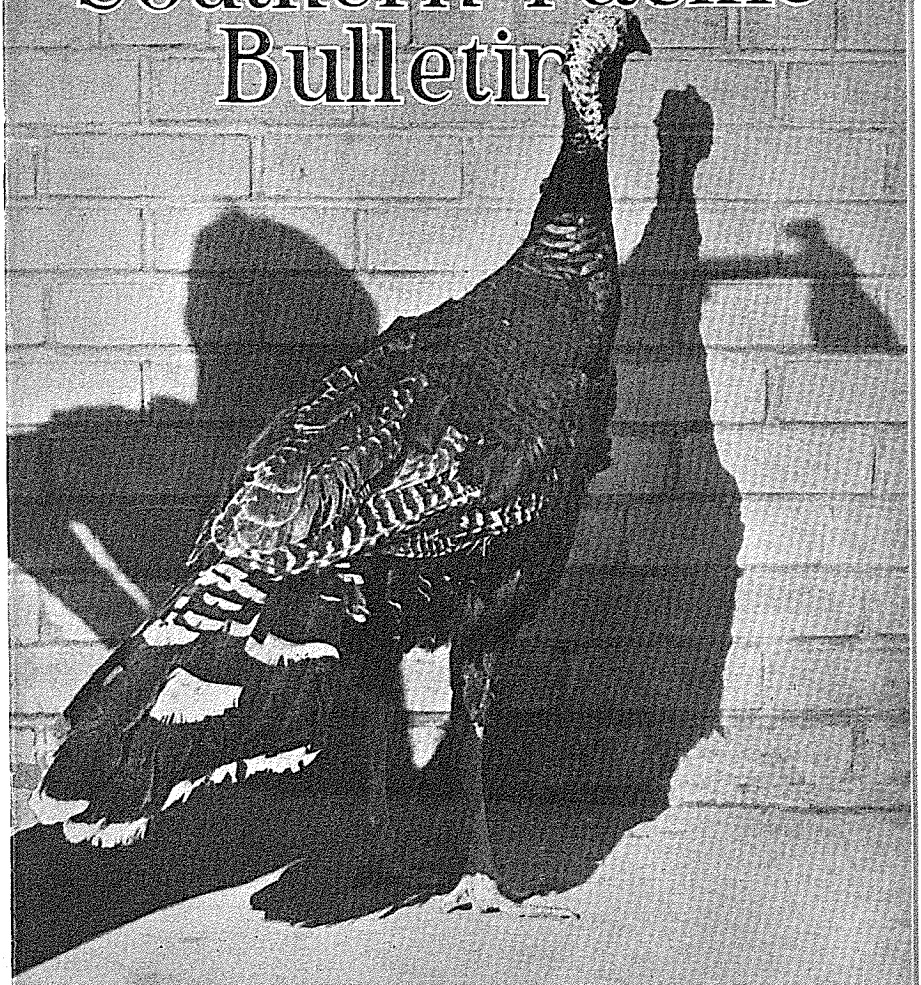
# Southern Pacific Bulletin



NOVEMBER 1927

# Southern Pacific Bulletin

F. Q. TREDWAY, Editor

*Published monthly by Southern Pacific Company Bureau of News, in the interest of and distributed free to active and retired employes. Signed contributions are invited and should be addressed to the Editor, Southern Pacific Bulletin, 65 Market Street, San Francisco, Calif. Manuscripts and photographs will be returned if requested.*

VOL. XV NOVEMBER, 1927 NO. 11


## Table of Contents


*Cover—The Thanksgiving Martyr By A. W. Rommel, S. P. Photographer*

Behind the Scenes in the Dining Car Dept. . *By Allan Pollock* 3
"Mary Pickford" Not What it Seemed . . *By E. G. Roche* 6
Start Motor Coaches in New Oregon Service . . . . . 7
Watch Use of Reports on Damaged Freight . *By R. G. Fagan* 8
All Traffic Records Over Sierra Are Broken . . . . . 9
Huntington's Tribute to His Associates . . . . . 10
From Trail to Rail . . . . . 11
Supervisors Hold Annual Session at Sacramento . . . . . 13
Company Asks to Abandon Old Ferry Service . . . . . 14
Oakland Man Heads List of Retired Veterans . . . . . 15
Tradition of Service in Handling S. P. Traffic *By J. H. Mulchay* 16
"Know Your Railroad" Is Advice to Traffic Salesman . . . . . *By J. M. Scott* 16
Past Is His Hobby . . . . . *By G. L. Smively* 18
Your Doctor—Medical Advice to Employes . . . . . 18
People Who Are the Railroad . . . . . 19
Here and There Along the Line . *By Division Correspondents* 21


## Tips From Traffic Officers

STARTING this month, the Bulletin for a number of issues will carry brief articles from our traffic officers on the subject of solicitation, and will occupy space that has been taken by names of employes turning in tips on prospective business.

The articles, it is planned, will give practical pointers on selling transportation, not only to employes in the traffic department, but to those in other departments who are interested in bringing new business to the Company.

The articles will be contributed by the following: Assistant Freight Traffic Managers Hinshaw, Mulchay, and F. E. Scott; Assistant Passenger Traffic Managers J. M. Scott, McFaul, and King; General Freight Agent Barnes; General Passenger Agent Mason; and General Freight and Passenger Agent Fenchurch. These men are sales-managers in their territories. The articles will constitute a short course in salesmanship.

The Company appreciates the interest that employes have shown in the uncovering and solicitation of prospective business. The names of employe business-getters, carried in the Bulletin, indicate the number who have been going outside their regular duties to get business or to assist the traffic departments in getting business. The articles now being carried will give constructive suggestions to these employes and, it is hoped, will encourage others to try their hand at it.

## Be a Committee of One

"SAFETY FIRST" is one of the cardinal principles of railway operation. The principle was one of the first laid down when the Central Pacific started operation. The subject is emphasized so frequently in Southern Pacific operations that the safe way should be the instinctive way with all of us, especially those of us who are in the operating department.

All of us who own automobiles should continue our safety habits when driving on the streets and highways. We should all find it easy to refrain from the following bad practices, which are listed by the National Safety Council as follows: 1. Speeding. 2. Inattention. 3. Driving while intoxicated. 4. Ignoring right of way. 5. Cutting in. 6. Passing on wrong side. 7. Cutting corners. 8. Traveling too close. 9. Leaving curb without signaling. 10. Backing up without signaling. 11. Stopping and turning without signaling. 12. Driving through safety zones. 13. Passing standing trolleys. 14. Racing trolleys and busses to corner. 15. Sudden stops on wet pavements. 16. Failing to STOP! LOOK! and LISTEN! at railroad crossings. 17. Failing to watch out for children and pedestrians. 18. Driving with defective brakes and steering mechanism.

And not only let us all avoid these bad practices, but let's talk safety. We can do a lot of good if we are safe drivers ourselves, and we can do more if we can encourage others to be the same. And we should all emphasize the necessity of caution at railroad crossings.

Who is there whose words can have greater weight than the engineer who daily looks from his cab window as he approaches crossings, apprehensively wondering whether or not the oncoming motorist will dash in front of the locomotive, or save months in the hospital or perhaps his life by coming to a stop on the safe side of the track?

## Get Expert Advice

OUR Hospital Department has come forward with an additional service which we hope will be popular with Bulletin readers, and that is the inauguration of an impersonal question and answer column in the magazine giving medical and surgical advice to employes and their families. The department is answering employes' letters asking for information and advice, and, where questions are asked which seem to be of more than individual interest, the information will be given wider circulation through the Bulletin.

A great many people are prone to give medical advice without having had the advantage of medical training. One doesn't have to go far to encounter a great deal of misinformation as to treatment for various diseases and ailments. As a result, many persons thus badly advised have gotten into worse difficulties. The information given out by our Hospital Department will be well considered and accurate.

This effort is just another example of the spirit of the Hospital Department. What this spirit is can be appreciated by reading again what Dr. Coffey had to say recently to the hospital staff:

"Such an institution as our hospital, devoted to the care of the sick, must be conducted by men who put the institution and the sick employes before every other consideration. They must be men red-blooded enough to appreciate the work of their associates and sustain and encourage them in their efforts; men who bring to the bedside not only the best in professional skill, but the patience and understanding that makes of medicine an art as well as a science."





# Behind the Scenes in the Dining Car Dept.

By ALLAN POLLOK

*Manager, Dining Cars, Hotels, Restaurants and Railway Clubs*

*THIS article is taken from Mr. Pollok's address before the Chief Clerk's Council at San Francisco, October 4, 1927. Mr. Pollok gives many interesting sidelights on the many important details of dining car operation. The attention given these details is an important reason for the high standard of our dining car service.*

WHAT is the Dining Car Department? On the pay roll there are 2100 employes. We have altogether a total of 140 dining cars, 26 all-day-lunch cars, 20 steamer restaurants, 7 hotels and station restaurants, 10 railway clubs, 36 club cars, and 73 news agents employed on our trains. We have a General Store at Kirkham Street, West Oakland, with an average stock of over $100,000.



Allan Pollok

During the year 1926 we served 3,260,000 meals on our dining cars, 2,243,000 meals in our steamer restaurants, 1,000,000 meals in our station restaurants, and 679,000 meals at our railway clubs.

I wish you would take a little time some day and go through the very fine Commissary we have right here in San Francisco at the Ferry Landing. I am sure it would be worth your time to see for yourselves just what we have to offer in this fine and modern plant, with all the latest appliances of all kinds. We also have commissaries at Oakland, Los Angeles, Portland, El Paso, Houston, San Antonio and New Orleans. The last three, however, are operated by the Atlantic Lines and are not under our supervision.

We also draw supplies from commissaries at Ogden, Omaha and Chicago, and I may say, without criticism, that these foreign commissaries only serve to show the very high excellence of our own, and in particular our Steamer Commissary, which is the last word in commissary efficiency. Any time you are on the line you can judge as to this for yourselves. Just drop off at any of these places and go in the commissary and inspect it.

### Must Have Good Men

The difficulty in getting men for catering departments everywhere is getting greater and greater each year. Men are not being brought in from Europe, and we are not training stewards, cooks and waiters in America. American boys don't take to this profession. Most of our stewards are foreign born and foreign trained, and more and more the Dining Car Departments of the railroads throughout this country are coming to realize the importance of training their own stewards.

I would rather get a young fellow without any experience, take him through the various branches of our commissaries, from the commissaries to our dining cars, and thus teach him our system. In this regard, I don't know of any profession in the country today that offers the opportunity to young men of ability and ambition, who want to get into a business that will make them independent, as quickly as the catering business. You may smile at this, but, after a close study of the situation, I make that statement. I don't mean as a cook or a steward, but as a proprietor. The difficulty in getting trained men is evidenced by the fact that when the St. Francis Hotel wanted a Maitre d'Hotel, after making inquiries throughout California, the management finally had to go to New York and get a man from the Plaza Hotel at $10,000 a year. They are paying that amount today. Mr. Mainwaring at the "Palace" had the same experience, and also pays that much.

Of course, these are the high marks, such as for positions at Biltmore and Ambassador hotels in Los Angeles, and at other fine hotels throughout the country, and these places must have competent help.

As to the training of stewards, we have to pick our men carefully for many reasons, for a steward, without more than a turn of his hand in laying down a menu card, can affront a patron.

We have very severe discipline and inspection. The severest discipline we have is of course from our passengers. It is a peculiar thing, but a man will go for a year to the Palace Hotel and take luncheon every day and be well satisfied. If he does see some little inattention or lack of service, or perhaps receive a tough steak, he will pass it off as all right and not think, because of the tough steak, that the "service in the Palace Hotel is the worst of any hotel in the country."

### Diplomacy Needed

As manager of hotels I have been in, I don't recall such an incident. Nor would we ask the assistant manager of the hotel to ask the guests: "Well, how was the dining room service?" Nor say that any complaint the guest might make "would be taken up for correction." The guest in a hotel would, of course, say everything was all right, and be surprised at being approached in the matter. Unfortunately many a passenger who gets on one of our dining cars is seemingly a proprietor of that dining car, and if he sees any chance to complain he does not hesitate in calling attention to it. However, that is something we have to put up with.

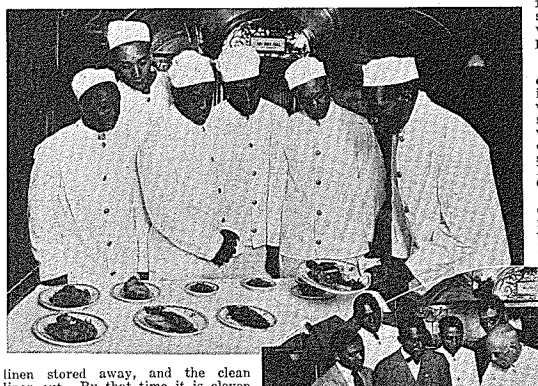
Our stewards must be in the dining car ready to serve breakfast to passengers at six-thirty, that is to say,



East end of Southern Pacific's fine Steamer Commissary Kitchen, San Francisco.

they have to get up at five o'clock. The cooks have to start breakfast at five in order to be prepared to serve the train crew at six o'clock. The dining car has to be cleaned, swept up, tables set up and everything ready at six-thirty to commence serving breakfast to passengers.

Breakfast lasts until ten o'clock. In the winter time passengers get up later, and breakfast drags along until ten o'clock. At ten o'clock, with nobody else to come in, the dining car is closed. The crew then sets to work to clean the silver, clean the pantries, wash the dishes, glasses, etc., get the soiled



linen stored away, and the clean linen out. By that time it is eleven o'clock and they have to dress themselves and get prepared for luncheon at twelve o'clock. The dining car must be in perfect condition, everything ship-shape, clean, without a single thing out of place. Luncheon goes on until nearly two o'clock. The men are on the floor all the time working.

At two or two-fifteen p. m. the diner is closed down again and the same preparations made for serving the evening meal at five-thirty. The trainmen have to be served between meals. I mention these things to show that the duty of a steward is arduous work. He must be up and coming every moment, on his toes, and yet be diplomatic and courteous to all kinds of passengers. A traveler going to Chicago, for instance, eats heartily the first meal out and after that is tired and cross; sleeps most of the time and is loggy. The steward has to take all these things into consideration and endeavor to please the most exacting patrons.

Our inspectors are selected and promoted from our best stewards. They must know everything about dining car service; how to make up menus; how every item should be served; must watch all delinquencies in cooking and service and lecture and instruct the dining car crew in all details of good service.

### Our Instructing Forces

Then we have an Instructing Chef and an Instructing Waiter operating out of Los Angeles, and an Instructing Chef and Instructing Waiter covering the northern lines from Oakland Commissary. They report to the Supervising Chef, Mr. Reiss, who is a European, a Frenchman who received all his education in the "Old Country," and who is a past master in the art of catering. He gets up our menus; writes our instruction book for guidance of dining car chefs and cooks; is responsible for the recipes and for proper cooking and instruction of the chefs.

Under him are the Instructing Chefs, colored men, whom we select from the very cream of our colored cooks. And let me say some of our colored cooks are able to go anywhere in the catering field. We have some exceptionally fine colored cooks. The Supervising Chef goes over all the new recipes with these Traveling and Instructing Chefs, or, if he has any complaint regarding the cooking on any dining car, it is called to attention of the cook on that dining car. If the cooking of that particular cook is found to be deficient in any manner, he is sent for further instruction to our commissary kitchen at West Oakland or Los Angeles, where schools are maintained for instruction of cooks and waiters.

As to instructing waiters: Their duty is to work in cooperation with the commissaries and inspectors. If any dining car is deficient in service, one of the instructing waiters is assigned to that particular car to make a round trip, or two if necessary, and if any waiters are not up to standard they are sent to the "school car" for further instruction. If an employe shows he is unsuitable as a waiter, we discharge him, but we take great pains in instructing our employes.

### The School Car

The "school car" for waiters is an obsolete dining car, completely set up in the yard for instruction of waiters, where "make believe" meals are served. Everything is exactly as it would be on a dining car in service, only food, of course, is not cooked or served. We have one of these cars at Los Angeles and another at West Oakland.

The service on a dining car is quite different from that in a hotel or restaurant. Owing to the swaying of the car, waiters have to have "sea legs," and yet it is the rarest kind of a thing for one of them to meet with an accident. I have never seen a tray overturned or anything spilled on a guest in a dining car, and yet it is a most difficult thing to handle a full tray under such conditions. Of course I know that accidents occasionally occur, but I have never seen one.

As soon as a dining car gets into the yard, an inspector immediately boards the car and makes a thorough inspection of the kitchen, pantries, lockers and ice boxes. All perishable



These scenes show new cooks and waiters being trained in the school car at Oakland Commissary. Max Hall, instructing waiter, is demonstrating the proper way to serve patrons, while Jefferson Davis, instructing chef, is showing how various dishes should be arranged.





supplies are removed and a report is made as to their condition. The kitchen is washed and all woodwork in the dining room is thoroughly cleaned. All kitchen utensils are stripped from the car, taken to the Commissary, where they are washed and thoroughly sterilized in a big steam sterilizer, so that once a trip every utensil is thoroughly cleaned. Once a trip the faucet and all parts of the coffee urn are cleaned to take away caffeine.

Menu planning is very important. We have a man at each commissary who gives careful attention to this. Most of our stewards have been many years in the service and are well posted as to preparation and "balancing" of menus. That is, the various foods such as vegetables, fruits, salads, meats, fish, etc., are all properly balanced. We can't have all expensive articles, nor all cheap ones, as we must cater to every class of patronage.

At the Palace Hotel they cater to one class, which can afford to pay whatever is asked. At other places they cater to people who want good service but can't afford such high prices. The Dining Car caters to all kinds of people mixed together. The man who comes from the Palace Hotel goes into the dining car and expects to find the best, while another expects to get a meal at a price to fit a modest purse, so that the menu builders have to study all these things out and make arrangements accordingly.

In the purchase of supplies, we are very big buyers in this market. For instance, we make the following purchases daily: Eggs, 900 dozen; beef, 2150 lbs.; lamb, 640 lbs.; poultry, 750 lbs.; pork, 690 lbs.; fish, 685 lbs.; ham and bacon, 825 lbs.; butter, 710 lbs.; milk, 530 gals.; coffee, 570 lbs.; potatoes, 2500 lbs.; flour, 1800 lbs.; vegetables, not including potatoes, 5760 lbs; shortening, lard, etc., 600 lbs.; sugar, 1900 lbs.; apples, oranges, grapefruit, 70 boxes.

### A Big Market Basket

In buying in such volume, a wide field is open to us, and has to be watched. Take cantaloupes, for instance. About the first of June we commence drawing cantaloupes from the Imperial Valley and Arizona. Around the middle of July from the Turlock district and the central part of the state. Later, in September and October, from the Fallon district in Nevada.

Lettuce is secured in similar manner throughout the entire year; first from the Imperial Valley and Arizona, and later from the Watsonville district. The latter district has developed a tremendous volume of new business in the past few years.

Tomatoes are first secured in Mexico, later from southern California, and then throughout central California.

Formerly we drew a great many things from other states, but the western states are coming to be self-supporting and we now need to go out of this territory for very few supplies. We used to secure rice from Japan, but now California is a large producer of this commodity and we can fill our requirements right at home. The same with sugar; and with flour—another great industry in California.

Avocados formerly cost a great deal of money, but thousands of acres have been developed around Los Angeles, a tremendous business has been established, and the demand is spreading all over the country.

### The Best in the Market

We have four buyers. In San Francisco and Los Angeles each morning at 5:00 o'clock they go into the markets for the very finest perishable supplies, vegetables, fish, etc. These are brought into the markets very early in the morning, and the first man into the markets gets the cream of the lot.

We are very insistent upon quality. Above everything, quality first—then price. We can get some of the best fish in the country at Portland, San Francisco and Los Angeles, and as for fruits and vegetables, California is the leading state in the Union. Our buyers go down to the packing houses for our meats, where they inspect hundreds of cattle and select and stamp only the very primest for our service. When the meat reaches the Commissary, the man who receives it is responsible for its reception. He thoroughly inspects and places it under refrigeration in our ice boxes, so that if there is any inferior quality we know exactly who is to blame.

Eggs are one of the most difficult commodities to handle in a business like ours. We give great attention to quality, and draw our principal supply from farms throughout the state. The majority of eggs served on our diners are received the evening before or early that morning and immediately put under refrigeration on the dining cars. There is no place in the country that you can get eggs of better quality than on our dining cars.

We send samples of eggs from various sources to the Nutrition Department of the University of California, and Professor Jaffa, who is in charge of that department, has made a thorough study of our supplies. Formerly there was no way we knew of to tell the age of an egg, but Professor Jaffa, through long study, has devised a means of telling the age of an egg almost to within a day. It was found that, as the egg grows older, the air space beneath the shell enlarges; that air enters through the shell, which is porous. Eggs are also candled to show condition of the whites and yolks.

### Handling of Cream

Samples of milk, butter and cream also are sent periodically to the University for test. We pay great attention to our cream. The state requirements call for 18 per cent of butterfat, but we will not use any cream having a butterfat content of less than 24 per cent. Our cream is put up at the dairies in non-refillable 3 quart tins, sent to us in refrigerated containers, placed in ice boxes at our commissaries, and from there issued to the dining cars and kept under constant refrigeration. These tins cost us about 10 cents a piece, and we don't use them again for cream, distributing them over the line for use as water or oil cans. It is a very expensive thing for the Dining Car Department, but in the course of a year we have had almost no sour cream, perhaps not more than two or three tins during a very hot spell.

We purchase our meats in wholesale quantities. In the butcher shop at West Oakland, these meats are cut into standard sizes for our dining cars. We handled last year, through this butcher shop, 400,000 pounds of beef, 100,000 pounds of lamb, 175,000 pounds of pork.

From the pork we made over 177,000 pounds of our famous pork sausage. Formerly we had difficulty in securing good pork sausage. We decided to make our own, and I don't know where you can get as fine pork sausage, with nothing in it but the finest ingredients, as we now serve on our dining cars.

We cure and smoke our own bacon. And don't be afraid to eat a "hot dog" on our dining cars—last year we produced more than 50,000 pounds of Frankfurters and other sausages, and we know the quality is the very best that can be had.

At the Steamer Commissary we have the best equipment that I know of anywhere. We had great difficulty in getting a really good, "home-made" doughnut, so we equipped this commissary with a doughnut department and now make over 250 dozen doughnuts a day.

At this commissary we have two electric bake ovens of the latest type, and bake 200 loaves of bread, 300 pies and 855 cuts of coffee-cake per day.

### Get Uniform Quality

We used to experience difficulty in getting uniform hot cakes, bran muffins, corn bread and biscuits, etc., on our dining cars, as on nearly every car there was a difference. So we experimented and now have a Blending Department, where we blend the ingredients for all of these articles.

Chef Reiss, with his great experience, studied and perfected his recipes, so that the blends contain so much flour, so much dried milk and dried eggs, so much shortening, so much sugar, so much baking powder, etc. The different blends are put in

## S. P. Aviators!

SOUTHERN PACIFIC aviators are to be given a special article in an early issue of the BULLETIN. If you are an aviator or a student of aviation write the editor about your flying career and about your most interesting experiences. Photograph of yourself with your plane is particularly desired.

A number of articles with photographs have already been received from division correspondents of the BULLETIN, and this final opportunity is given for the benefit of those not reached by the correspondents.

Material for this special feature must be in the BULLETIN office by December 1.

7-pound packages and issued to the dining cars. Instead of preparing his dough in the old manner, all the chef has to do is to take a cup of one of the blends, pour it into his mixer, add sufficient water or milk, and in five minutes he has a pan of fine hot biscuits, or whatever is wanted. And the quality is always uniform.

This also has resulted in considerable saving in money, as it enables us to know exactly what these things cost. We know just how many packages are issued to the cars, and how many pans a 7-pound package can make up.

At the Steamer Commissary, we also put up our own mayonnaise. Thousand Island, and other dressings. Some years ago I noticed a cook on one of the dining cars making mayonnaise. It curdled, as very often happens in heated atmosphere, and he threw it out, commencing to mix a fresh lot.

We talked this over at the Commissary and commenced to make our own dressings. The first month we saved $500 on olive oil alone. We put up our mayonnaise under refrigeration and issue it to the dining cars in quart Mason jars. This not only relieves the chefs of this work, but enables us to keep a line on the expense, and also gives us a check on the number of salads served.

### A Careful Check

We have a check sheet which shows every item on the menu, the cost price and the number of orders served on each dining car—so many salads, so many jars of mayonnaise, etc. The same with steaks. We have a machine which cuts all our hams and bacons, and the number of slices issued and the number of orders sold should tally, as should the number of eggs issued and the number of orders sold. If these do not tally, an investigation is made.

We buy the finest prunes in the market. We used to boil them, and half of the lot would break and turn to mush. So we studied this out and now we never boil or stew our prunes, but bake them and put them up in quart Mason jars. We are very careful in purchasing prunes and only get the best sun-dried quality, then select them carefully so that not one damaged prune goes into the jars. A prune broken in baking is used for other purposes. Last year I believe we sold over a ton of prunes a month.

In 1926 we got an average of ninety-five cents for every meal served on our dining cars. Against this are many expenses. Food costs us forty-six cents per meal served—just about 48 per cent of the amount received goes into raw materials. Crews' wages amount to forty-four cents; fuel, ice and water, six cents; breakage of crockery and glassware, two cents; laundry and upkeep of linen, six cents. Other expenses amount to sixteen cents, making a total commissary expense of $1.20 for each meal served, for which we receive 95c. That is to say, we lose twenty-five cents for every meal served in our dining cars. These figures are for commissary expense only, and do not include car repairs, interior or exterior car cleaning, etc., which are charged to the Operating Department.

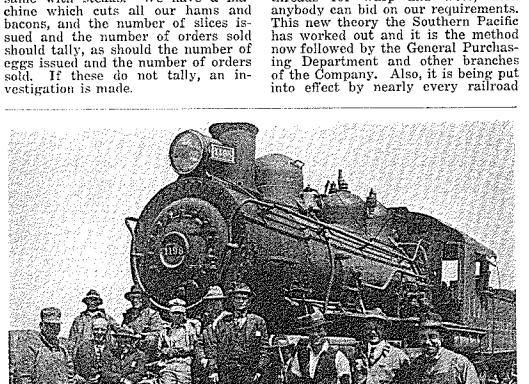
We buy very fine linen, "Old Country" linen of the finest flax. We must have linen of good wearing quality. When we buy linen, our specifications call for so many threads to the square inch; such and such a count of threads for warp and weft; then anybody can bid on our requirements. This new theory the Southern Pacific has worked out and it is the method now followed by the General Purchasing Department and other branches of the Company. Also, it is being put into effect by nearly every railroad in the country. We don't care from whom we purchase, so long as our specifications are lived up to and the price is right. When we receive linen on these bids, samples are sent to the Testing Bureau in Washington for analysis. Thorough tests are made and the Testing Bureau renders detailed reports, which are compared with the specifications stated in our bids.

### A Modern Laundry

At West Oakland we have a fine laundry, and last year laundered over 12,000,000 pieces. This is a modern plant, with all the latest machinery, and it employs an average of seventy people. Over the laundry a repair unit is maintained to mend and keep the stock of linen in good shape. Nineteen seamstresses devote their entire time to this work, and make repairs on 200,000 pieces of linen annually, cut and hem towels of all kinds and prepare other linen for use. They use electric sewing machines and the new articles thus prepared amount to 120,000 pieces a year.

One of the difficulties we have is the handling of big conventions, which invariably are held during the season of year when travel is heaviest. During a recent convention over 56,000 extra meals were served within a period of 10 days—with 100 per cent efficiency. This involved 105 distinct special dining car trips, and could only have been accomplished through the greatest of cooperation, not only on the part of our own department, but of the Passenger and Operating departments as well.

When you go into a dining car and find some little deficiency, speak to the steward about it in a nice way. If everything is all right, walk up to him and congratulate him. Give the steward the benefit of a doubt if possible—he needs it. The same with the waiters and the chefs. If the food and service is good, tell the waiter so, and, as you pass the kitchen on your way out, tell the chef that everything was first rate. That's the sort of thing the dining car crew likes to hear, and I can assure you it's appreciated more than your tips.



This is one of the yard crews that keeps things on the move at Mission Bay yard near San Francisco. Front row, left to right—Thomas Lacey, engineer; P. Fergon, yardman; H. D. Miner, engine foreman; J. C. Johnson, fireman; N. L. Sudduth, yardman; J. H. Stepp, engine foreman; S. Lanzi, trackwalker; C. H. Kason, yardman; E. Broberg, yardmaster; E. G. Maillioux, yardman. Back row—J. K. Baccich car repairer; and T. Leonard, yardman.

## NEW ORLEANS RACING SEASON

Much attention is being attracted this season to the horse-racing program to be held at New Orleans. The 1927-28 dates are as follows: Jefferson Race Track—Thanksgiving Day, November 24 to January 1. Fair Grounds—January 1, 1928, to February 21, inclusive.

### His Party

A matron of determined character was encountered by a young woman reporter on a country paper, who was sent out to interview leading citizens as to their politics.

"May I see Mr. ——?" she asked of a stern looking woman who opened the door at one house.

"No, you can't," answered the matron decisively.

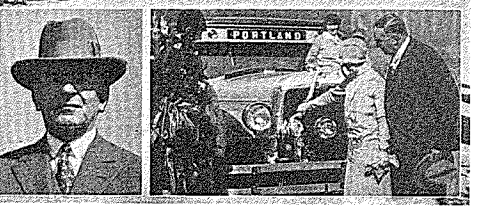
"But I want to know what party he belongs to," pleaded the girl.

The woman drew up her tall figure. "Well, take a good look at me," she said. "I'm the party he belongs to!"—Capper's Weekly.









In the lower picture at right Miss Helen Hawkins of Portland, is shown christening one of the palatial Southern Pacific Motor Transport coaches when the service in Oregon was inaugurated September 20. Mayor Geo. L. Baker of Portland is on the right, and Mrs. Herbert Malarky, daughter of Chief Engineer Geo. W. Boschke, is at the left holding the roses. Center picture is of T. L. Billingsley, superintendent of the motor transport company in Oregon. Upper picture shows the fleet of coaches now running in the service.

## Start Motor Coaches In New Oregon Service

FOLLOWING an inaugural ceremony in which city officials of Portland and representatives of the State of Oregon participated, the Southern Pacific Motor Transport Company of Oregon started its new palatial passenger coaches on their maiden trips over the four routes through western Oregon on September 20.

The first coach left Portland at 7:30 a. m. that day bound for Ashland by way of Eugene and Roseburg. At 8:30 a. m. the second highway liner got under way for McMinnville by way of Hillsboro. A third coach left at 3:00 p. m. for Corvallis and Newberg, and at 3:35 p. m. another left for Oswego and Cook. These are the four routes established by the new Southern Pacific Motor Transport Company to supplement train service. Frequent departures from each terminal of the routes insure rapid service.

T. L. Billingsley, who has been superintendent of the Southern Pacific Electric Lines in Salem and Eugene for the past 15 years, has been named superintendent for the Southern Pacific Motor Transport Company in Oregon, with headquarters in Salem.

At the inaugural ceremonies, T. B. Wilson, vice-president and general manager of the motor transport company, stated that Southern Pacific is the sixty-second railroad in the United States to supplement its railroad passenger service with highway motor coaches. "The new coaches," he said, "are the finest type conceived by skilled motor designers and each driver has had long experience in highway service. Courtesy on the highway as well as courtesy to patrons is the cardinal rule of the new company."

## TOMATO VINE ELEVEN FEET HIGH AT OAKLAND PIER

In a letter to the Bulletin dated October 2, F. W. Behrens, stationary engineer at Oakland Pier, sheds a little more light on his famous tomato vine which was mentioned in the Western Division notes last issue. That same morning he measured the vine and it was 11 feet 5 inches high, and, at that date, including those still on the vine, it had produced 78 tomatoes. Behrens named the plant "Lindy Bell," because of its desire for an altitude record and because of the bell-shaped tomatoes.

## BILLION AND A HALF SAVED TO WESTERN SHIPPERS

Western shippers saved more than one and one-half billion dollars during the last six years through reductions in railroad freight rates in that period.

For carrying one ton of freight one mile the western Class I railways in 1920 received an average of 1.449 cents. Last year the average receipts for this service had dropped to 1.187 cents, a reduction of 18.1 per cent.

Meanwhile there have been tremendous gains in railway operating efficiency. The shipper has not only had lower rates, but trains carrying his goods are moving faster and schedules are more reliable than ever before, and railroad facilities have been vastly improved by the expenditure of billions of dollars of new capital for new main lines, side track and yards extensions, new equipment and other betterments.

The railroads have made these huge investments of new capital for improvements and equipment, despite the fact that railroad earnings have not reached the amount which the law recognizes they should receive. They have put this money into the railroad plant in the hope and belief that they will be accorded public support and will be permitted revenues which will support the investment.

## THINK OF ENGINEER AT GRADE CROSSINGS, IS URGED

"Eugene has no more grade crossings than the average American city," says the editor of Eugene Daily Guard, urging motorists to use greater care at railroad crossings, "but it certainly is enjoying better luck in the matter of grade crossing accidents. How long this good luck is going to continue depends a good deal on how long our good friends in the cabs of the Southern Pacific trains are going to be able to see motorists first. One of these fine evenings, unless motorists cooperate a little, somebody is going to be removed from the landscape in baskets, and it is the dickens of an unpleasant job assembling disintegrated parts.

"It is appalling to stand at Thirteenth avenue or Ninth avenue, or Blair avenue, or any of the principal crossings and count the number of drivers who insist on taking a chance. Most of them whiz over the crossing without so much as looking at the warning lights. Most of them are traveling too fast to make even an emergency stop in case they should not guess right. The engineers ring their bells and tie down the whistle cords and often they make jolting stops, but some day they may be too late.

"It will take a number of years to eliminate all the grade crossings in Eugene. There should be worked out by the city government and the railroad company a progressive program to bring this about as fast as the finances of the city and the company will permit. But, in the meantime, there is no use wailing about the railroad having all the right-of-way. The driver who disputes the trains may leave his widow a noble tradition, but he will leave her more regrets.

"Consider the railroad engineer if you don't want to consider anybody else, including yourself. The average railroad engineer is a careful, conscientious man who would not harm anybody if he could help it. But he has certain duties to perform, certain schedules to make, and he has the lives of all his passengers as well as his own at stake. He has 10,000 tons of moving steel behind him. It takes him half a mile to a mile to make a complete stop. The average motorist has only a ton and a half of dead weight to stop, no schedules to make. It is courtesy as well as common sense to let the train take the crossings first. What do you ever do with the few seconds you gain by taking a chance?"

## Watch Use of Reports on Damaged Freight

By R. G. FAGAN
*Superintendent, Freight Protection*

THE cost of making records and rendering reports to prove freedom from negligence or the extent of loss or damage is in effect a claim expense as surely as a claim payment. It must follow, then, that efforts to reduce expenses incident to claims, to be thorough, must take into consideration how, when and where records and reports *will* be made.

There is little that the agent or station force can do to alter the number of reports rendered when instructions provide that they will be made *when called for* or for each record posted, the responsibility for expense incident to making such reports rests largely with the department placing the instructions, but there is much *that the agent and his force can do* to regulate the issuance and consequently the expense of reports of over, short and damage freight.

It is known, of course, that the big *factor in reducing over, short and* damage reports is to correct the causes for such exceptions and that is our first concern, but in addition to that the judgment of the employe *checking or inspecting the freight in* determining when "exceptions" constitute actual damage must be good or thousands of unnecessary reports will be rendered annually—reports *which add to station labor and ex*pense, increase the work and expense in the department to which they are sent, and serve no useful purpose whatever.

### Fewer Reports

Useless reports, with the labor and expense which they create, are the ones that must be avoided. Much has been accomplished both in *correcting causes for exceptions* to freight and in eliminating unnecessary reports. In 1923, 109,059 exception reports were issued. In 1926, the number was 82,822, a decrease of 26,237 or 24 per cent, while Freight Revenue increased 13 per cent.

There is, however, still room and necessity for considerable improve*ment. For instance, seven stations* issued 2884 reports of damage to carload shipments of automobiles July 1 to December 31, 1926, whereas only 744 claims were filed in connection *with such reports, hence 74 per cent* of the reports served no purpose.

### Station Record Only

Instructions provide that report will be issued when freight is over, *short or damaged, but station em*ployes should understand and remember when recording condition of freight that exceptions in order to constitute damage must be of a nature sufficient in degree to cause the owner of the freight a loss. If they are not, a station record of the facts without any report is all that is necessary. In cases of reasonable doubt, which cannot be settled by delivering freight to consignee without exception or by interviewing consignee, report should be rendered.

By giving thought and attention to this subject, employes can determine that contents of the packages are in good order and that the owner of the freight has not suffered any loss or damage in thousands of instances where the packages may show some signs of the effect of transportation such as slight breaks, crushing, scars or dirt, make station record accordingly and avoid issuing reports, thus reducing labor and expenses and affording more time for reports and corrective handling thereof when the freight is *actually* damaged.

## SAN DIEGO MASTER MECHANIC HAS SCOTCH INSTINCT

When the warehouse force of the San Diego & Arizona Railway at San Diego had difficulty in obtaining a type of warehouse dollie capable of holding up heavy loads, an appeal was made to Master Mechanic Tom F. O'Connell, with a result that two very fine dollies were soon ready for service.



H. C. Fritz, veteran of 35 years in San Diego freight station with his pet dollie.

O'Connell, although neither *Scotch in name* nor nature, would not buy new materials to make the dollies, but, *after several trips* to the salvage pile, picking out a piece of steel here and a few *bolts and wheels* there, produced two of the most serviceable pieces of freight-handling equipment to be found in any ware*house.*

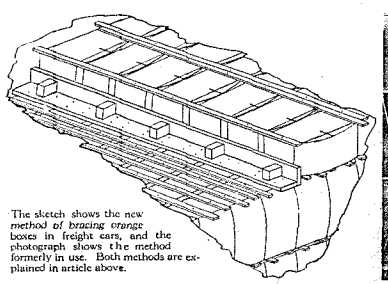
Features of the shop-made dollies are: the welding of iron frame and platform direct to the axles, which makes them unusually strong, and the *wide wheels, which allow easy move*ment over rough spots.

## New Orange Box Car Brace

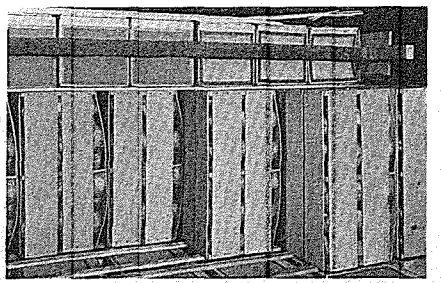
*WHEN, because of the minimum* weight or for other reasons, it is desired to load more boxes of oranges in a car than the space will allow by loading two layers of boxes *on ends, a partial third* layer of boxes is loaded flat.

It has been the custom to load the third layer of boxes lengthwise of car with tops up, cross-bracing the third *layer with a 2"x4"* piece of wood blocked and nailed to the sides of the car, as illustrated in cut below at right. That method causes the ends of the boxes to split because the brace *is parallel to the grain in the box* ends. It also mutilates the car lining and insulation.

A new method, as illustrated in cut at left, has been tried, found efficient *and adopted as standard. Split ends* are avoided by loading boxes on side so grain in end pieces will run opposite to direction of the brace. Mutilation of car walls eliminated by *nailing the cross brace to the heads of* the boxes loaded in second layer.

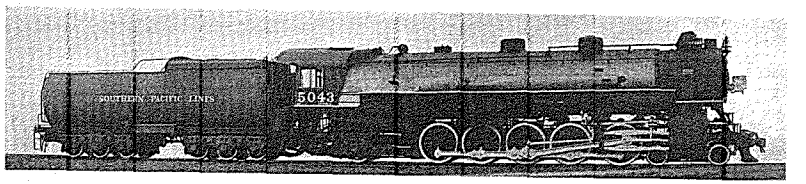


The sketch shows the new *method of bracing orange* boxes in freight cars, and the photograph shows the method formerly in use. Both methods are explained in article above.










This 4-10-2 three cylinder "Southern Pacific Type" locomotive is one of the most recent additions to the Company's heavy motive power. The 5043 arrived at Sacramento a few days ago with the 5044 and both are now in service. Eight other locomotives of this type have been received from the American Locomotive Works in the last few weeks. These ten locomotives differ in a few respects from the other three-cylinder engines. Size of the *tender is increased from 12,000 gallons water capacity to 16,000 gallons*, which will permit longer locomotive runs. Looking at the end, the tender is U shaped, being flat across the top. The tender frame is a large one-piece casting, which also serves as a water bottom for the tank. The bell is located in front of the smoke stack so the sound can be heard more plainly in front of the locomotive. As with the other three cylinder engines, this class is equipped with booster engine and feed water heater. All pipes possible are concealed under the jacket of the boiler, and the throttle valve is located at front end inside the smoke box, instead of in the dome of the boiler. These huge locomotives, twenty times more powerful than the "C. P. Huntington," No. 1 of Southern Pacific locomotives which went into service early in 1864, are used in freight service of the heavy mountain territory of Pacific Lines. Dimensions are given in the box below.

# All Traffic Records over Sierra Are Broken

THE heaviest daily tonnage records ever made on Southern Pacific's route over the Sierra Nevada mountains were smashed during the recent heavy movement of grapes during September and part of October. It was a tremendous job mighty well done, and credit is shared by every officer and employe working over the mountain territory, particularly those in train operations and yard service.

A total of 54,107 cars were moved over the summit of the Sierra during September. This is 7875 cars more than were handled over the route during any month in the history of the company. An average of 1803 cars was moved daily. This is 163 more cars per day than the previous daily average for September.

On September 26 the Operating Department established a new record in moving trains on the same route, when 57 trains, not including local freight and passenger trains, passed Summit station within twenty-four hours. The same day established a new car record. A total of 2434 cars passed Summit. The previous high day record was established on October 17 last year, when 2009 cars rolled over the mountains.

### Train Every 16 Minutes

During the height of the season from *September 21 to October 3, in*clusive, there was an average of a freight train in and out of Roseville every sixteen minutes, and during this same period there was an average of 5717 cars handled each day through Roseville yard. Also, there was an average of 131 train and light engine movements between Roseville and Sparks each twenty-four-hour period.

To handle the increased business over the Overland Route, due to the grape movement, twenty-six Consolidation engines were transferred from other parts of the system and, in addition, the ten new Southern Pacific type three-cylinder locomotives that arrived just in time to take care of this increase in business were pressed into immediate service. Also there were 525 brakemen, yardmen, firemen and telegraphers temporarily added to *the usual operating forces.*

The lateness of the grape shipping this year resulted in a flood of shipments coming on all at once in late September, and presented the company with a *difficult operating* problem.

### Special Power and Crews

Special crews and locomotives were concentrated on the *Overland Route* and on the feeder lines radiating in all directions from the main yards at Sacramento and Roseville. The major task in the movement was to keep a steady westward flow of *empty cars* so that there would be sufficient cars to meet the loading requirements of the growers.

At the beginning of the season the Pacific Fruit Express had 32,000 refrigerator cars in reserve to meet the demands of shippers. This number was 4,000 cars in excess of any previous reserve car supply gathered here for harvest shipments.

The new records speak for themselves. The tonnage of perishables which moved east on the Overland Route is concrete testimony that the Pacific Coast is an ever-growing cornucopia pouring its sun-grown products into the markets of the East.

*The heavy investments* made by the Company during the last few years, when $12,000,000 were expended to double-track and in tunneling on the line over the Sierra, a distance of 251 *miles to Sparks*, Nevada, proved the foresight of the Company in meeting the shipping requirements of the growers. Not many years ago it was considered a feat to roll 1000 cars a *day over the Sierra. Had the railroad* stopped improving its facilities at that time the Sierra would remain a barrier between the growers and their markets.

*This year the Company will have* expended over $1,000,000 on track extensions and improvements in order to better facilitate the handling of the Pacific Coast perishable products *alone.*

## The New 5000's

Dimensions and Power of the Southern Pacific Type Three Cylinder Locomotives, Class SP-3.

| | |
|---|---|
| Cylinders, diameter and stroke | One 25 in. by 28 in.<br>Two 25 in. by 32 in. |
| Tractive effort with booster | 96,530 lbs. |
| Tractive effort without booster | 84,200 lbs. |
| Weight on drivers | 317,500 lbs. |
| Total weight of Engine | 445,000 lbs. |
| Weight of Tender | 291,000 lbs. |
| Weight of Engine and Tender | 736,100 lbs. |
| Driving wheel base | 22 ft. 10 in. |
| Total wheel base of Engine | 45 ft. 3 in. |
| Total wheel base of Engine and Tender | 88 ft. 4¼ in. |
| Length of Engine and Tender over all | 101 ft. 2⅛ in. |
| Diameter of driving wheels | 63½ in. |
| Steam pressure | 225 lbs. per sq. in. |
| Cylinder horse power | 3800 |
| Type of Tender | Cylindrical |
| Water capacity | 16,000 gallons |
| Fuel capacity | 4912 gallons oil |

## BROADGAUGING OF N. C. O. IS COMPLETED TO ALTURAS

Broadgauging of the Nevada-California-Oregon line through Modoc County to Alturas was completed when the last rail was laid September 28. Regular standard gauge train service was started October 24. Crews are still at work on the project from Alturas north to Lakeview, Oregon.

Work in laying the 101 miles of track which connects with the Southern Pacific main line at Fernley, Nev., was commenced several months ago. Southern Pacific obtained control of the Nevada - California - Oregon last November.

Plans are now being made by local business organizations for a celebration at Alturas on November 11, to which delegates from Reno, Sacramento, Oakland, San Francisco, Redding and Klamath Falls have been invited.

### The Other Kind

Country Kid: "Beat it, the bull's comin'!"

City Kid. "Aw, stan' yer ground. We ain't done nothin'!"—Ex.

## FORMER S. P. TRAFFIC OFFICER DIES IN AUSTRALIA

T. A. Graham, formerly assistant freight traffic manager of Southern Pacific, and later vice-president and general manager, Pacific Mail Steamship Company, died September 26 at Sydney, Australia, where he was visiting with Mrs. Graham. Influenza was given as the cause of his death.

Mr. Graham was born in San Francisco September 11, 1864. He began his railroad career as office boy for the old North Pacific Coast Railroad, which was taken over by the Southern Pacific in 1881. He worked his way up through the freight traffic department to the position of assistant freight traffic manager, which position he held until September, 1921, when he resigned to become vice-president and general manager of the Pacific Mail Steamship Company, with headquarters in San Francisco. He resigned from active service in October, 1924.

## DAVIS TRIBE SEEMS TO RUN THINGS HERE

"I boarded train No. 69 at Santa Barbara the other night," a passenger writes, "and, when I handed my pass to Pullman Conductor C. R. Davis, he said:

"'I notice your name is Davis. The porter on this car is Tom Davis; Harry S. Davis is the engineer of this train, and J. H. Davis is the brakeman.'

"The next morning when I went into the diner I noticed a sign in the end of the car. It read. 'C. A. Davis, Steward'."



This group of distinguished gentlemen, adorned with the assortment of straw, felt, derby and Fedora hats comprised the personnel of the General Western Agency of the Southern Pacific at Chicago in August, 1901, at the time the agency was closed to make way for a joint office of the Southern Pacific and Union Pacific companies. The agency was established in September, 1888, with W. G. Neimyer as general western agent. The territory embraced included Pittsburgh, Buffalo and contiguous points west to the Missouri River, also points in the states of Kentucky and Missouri to the International boundary. In the picture Mr. Neimyer is fifth in the back row, and W. W. W. Arthur, at present chief clerk to Traffic Manager E. W. Clapp at Chicago, is standing in the center. Others in the picture are, top row, left to right—F. W. Pullen, stenographer; C. W. Nethercott, con. freight agent; R. D. Williams, city passenger agent; G. O. Foltz, stenog.; Mr. Neimyer, Chas. S. Luce, tariff clerk. Front row—W. G. Gardiner, passenger traffic dept., San Francisco; W. H. Richardson, bill of lading clerk; J. H. Harmon, con. freight agent; W. W. W. Arthur, chief clerk; E. M. Nadal, reconsignment clerk; B. H. Bullard, traveling passenger agent; Frank, messenger; W. H. McDowel, stenog.; D. W. Kagay, file clerk

# Huntington's Tribute to His Associates

AN interesting clipping from the San Francisco Chronicle of April 29, 1894, reporting a banquet tendered by Collis P. Huntington to Southern Pacific department heads in the general offices then at Fourth and Townsend streets, San Francisco, has recently been called to the attention of the Bulletin by R. P. Schwerin, who was manager of the Department of Purchases and Supplies under Mr. Huntington. The banquet reported was the seventh of its kind given by Mr. Huntington and was held at the Huntington home at Taylor and California streets. W. H. Mills acted as toastmaster.

Mr. Huntington's address is reported quite fully. After paying tribute to the memory of Governor Stanford, Mr. Huntington, referring to depressed business conditions of 1893, said:

"Since our last dinner, we have learned more than one lesson, and we are not alone in this. In fact, I think the Southern Pacific Company is not making any greater grimaces, when we think of the year 1893, than a good many other people who are not doing business at the old stand,' as the Southern Pacific is, but are taking orders from his honor, the Court, through the mouths of its receivers. I think we may well congratulate ourselves on this good fortune, but I, for one, do not feel like exulting over our less fortunate friends, for their misfortune has not been the fault of the officers and workers who have managed those other railroad properties, and who have tried, I am sure, to do their full duty toward the interests they have served. That the interests represented by ourselves has not met with disaster, I am glad to say, is due, in my opinion, to the efficiency of those who have stayed by it and given their best thought to the questions of its management. Nothing else would have carried us through this worst year of depression that I have ever known. I had my paper on the market in 1837, in '57, in '73 and in '84—the periods of financial panic in this country—and never had one piece of it go to protest. In each of those years there were days that I think were worse, in the sharpness of the crisis and tremendous strain, than any day of the past year, but they were, fortunately, few.

### S. P. Weathers Storm

"The Southern Pacific passed through the gale, like the good ship she is. If reefs were taken in her spreading sails, it was only that she might be the steadier, and her course never once deviated from that point on the distant horizon where a safe harbor could be seen.

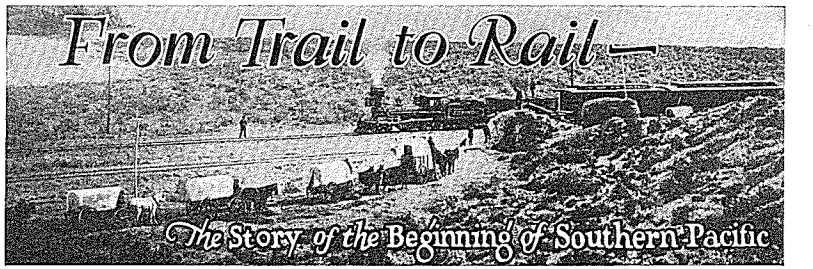
"But I do not want to talk to you tonight about the things that are behind us, but of those questions that belong to the present and the future. I always feel in my happiest mood when I see around me the men who have worked so long by my side, each following his own line of duty, each a man of action, and my pleasure is heightened by the fact that I am able to greet you on this occasion in my own house and bid you welcome here. I have told you before, and I like to say it again and again, that the morale of the men who compose the working force of the Southern Pacific and associated companies is as high as, and, I believe, higher than that which distinguishes any other railroad corporation in the world. But I think we can raise it even above its present standard, not so much for the pay it might bring as for the greater opportunities it would present for doing good to those below you in the scale, of work and wages."

Among those present at the dinner were:

E. R. Anthony, G. W. Baker, H. S. Brown, C. E. Brown, J. T. Carothers, A. Center, L. M. Clement, C. L. Crabtree, W. G. Curtis, J. W. Dayan, R. Darby, R. A. Donaldson, P. S. Douty, Charles P. Eels, Charles Samuel Ewing, J. A. Filmore, L. Fillmore, J. L. Frazier, G. W. Fletcher, A. B. Ford, H. H. Foster, G. S. Fish, J. F. Foster, S. T. Gage, E. F. Gerald, T. H. Goodman, E. Gray, C. E. Green, J. M. Hanford, J. J. Haley, W. F. Herrin, L. E. Helton, William Hood, D. W. Horsburgh, J. Horsburgh Jr., W. V. Huntington, H. E. Huntington, W. H. Haydock, S. W. Hauxhurst, J. D. Isaacs, G. L. Lansing, H. S. Lincoln, W. B. Lindlow, N. S. Masten, W. McAllister, William McKay, William McKenzie, J. Madden, William Mahl, W. S. Millspaugh, W. P. Meehan, G. E. Mills, W. H. Mills, W. Moberry, A. A. Moore, J. C. Martin, John Moss, R. H. Pratt, C. H. Redington, G. F. Richardson, C. J. Robinson, E. H. Ryan, J. D. Redding, R. P. Schwerin, J. H. Shapro, A. D. Shepard, H. J. Small, H. T. Smith, C. F. Smurr, W. Sproule, R. Stevenson, D. D. Stubbs, J. C. Stubbs, D. E. Sessions, W. Springer Jr., A. N. Towne, B. B. Tuttle, W. M. Thompson, E. E. Wade, J. H. Wallace, B. Welch, W. H. Whiteley, A. D. Wilder, B. A. Worthington, J. B. Wright, E. C. Wright, J. H. Whited, M. B. Wellach.








CHAPTER XXIV

**Palace Sleeping Cars—Description of a Trip in One—Early Time-table and Passenger Tariffs.**

UNTIL July 1, 1883, the Central Pacific Company operated its own sleeping cars. On that day an agreement was made transferring the Palace Sleepers to the Pullman Palace Car Company, which has provided equipment ever since.

The Sacramento Union of June 4, 1869, heralding the arrival at Sacramento of the first Silver Palace Sleeping car, gives a detailed description of it:

"It is slightly wider than the ordinary passenger cars, and, in passing through the snow sheds of the mountains, rubbed the timbers occasionally. Entering one of the doors, the visitor walks into the drawing room, which is handsomely furnished. The woodwork is walnut and birds-eye maple.

### Red Silk Upholstering

"Next to the drawing room is a room containing two beds, double and single. Then comes a department with seats, which at first glance appear to be arranged as in an ordinary passenger coach, except, perhaps, that they are further apart. These are upholstered in red silk plush, and are arranged in such a manner that two of them, when occasion arises, form a luxurious berth, wide enough to accommodate two. Other berths are so constructed that they can be held in position against the roofs and sides of the car by springs when not required for sleeping purposes, and, when so held in position, their presence can scarcely be detected.

"The backs of the seats and the woodwork generally are silver-mounted. Along the sides of the car about eight feet apart are looking glasses, and, in a little recess, small lamps for the convenience of passengers desirous of reading while lying in their berths. Several fine lamps suspended from the skylight furnish all the light usually required at night.

"Passing further along, the visitor comes to another state-room also containing two berths. Opposite to it is a linen closet, and at the extreme end of the car a wash-room conveniently fitted up.

"The entire car is carpeted with brussels carpet and, as above stated, has an elegant appearance. It furnishes ample sleeping accommodations for 46 passengers. Jackson & Sharp of Wilmington, Delaware, are the makers."

From the Pacific Tourist Guide of 1879, under the heading, "Palace Car Life on the Pacific Railroad," we get a picture of comfort that makes one wonder whether they built better cars in those days or only wrote more enthusiastically about what they had.

### Perfect Comfort

This: "In no part of the world is travel made so easy and comfortable as on the Pacific Railroad. To travelers from the East it is a constant delight. To ladies and families it is accompanied with absolutely no fatigue or discomfort. One lives at home in the Palace Car with as much true enjoyment as in the home drawing-room, and, with the constant change of scenery afforded from the car window, it is far more enjoyable than the saloon of a fashionable steamer.

"For an entire week or more, as the train leisurely crosses the continent, the little section and berth allotted to you, so neat and clean, so nicely furnished and kept, becomes your home. Here you sit and read, play your games, indulge in social conversation and glee, and, if fortunate enough to possess good company of friends to join you, the overland tour becomes an intense delight.

"Night time comes, and then, as your little berths are made up and you snugly cover yourself up under double blankets (for the night air is always crisp and cold), perhaps you will often witness the sight of a prairie fire or the vivid flashes of lightning,—some of natures greatest scenes and far more fearful and awe-inspiring.

### Lulled to Sleep

"Then, turning to rest. you will sleep amid the easy roll of the car as sweetly and refreshingly as ever upon the home bed.

"It is impossible to tell of the pleasures and joys of the Palace ride you will have—five days. It will make you so well accustomed to car life you feel that. when you drop upon the wharf of San Francisco, you have left genuine comfort behind, and even the hotel with its cozy parlor and cheerful fire has not its full recompense.

"It is impossible to order a section for one person alone, and the dictum of sleeping car arrangements at Council Bluffs requires all who come to take what berths are assigned; but if you will wait over one day at Council Bluffs or Kansas City you can make a choice of the whole train and secure the most desirable berths.

"When your section is once located at either terminus of either transcontinental road, generally you will find the same section reserved for you at Ogden or Deming, through passengers having usually the preference of best berths or the same position as previously occupied."

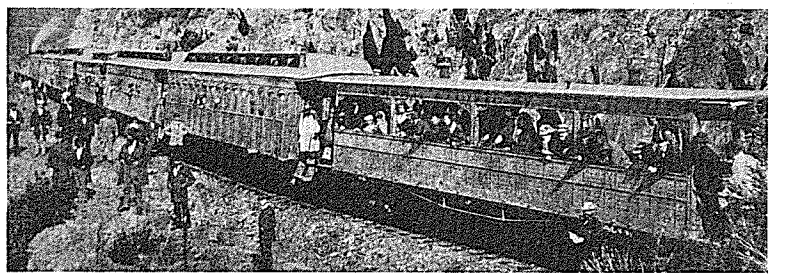
Bearing date of September 6, 1869, the Central Pacific published a condensed time-table—a complete and simple combined freight and passenger tariff and train schedule.

### Service in 1869

From this we learn that there were through passenger trains every day and that once a week, on Wednesday, the "Atlantic Hotel Express" left San Francisco for the East. For the ordinary through passenger train the time between San Francisco and Omaha was four days and four hours; to Chicago, five days and six hours; and to New York, seven days. The Atlantic Express, however, made the trip to Omaha in three days and eleven hours; to Chicago, in four and one-half days; and to New York, in six days.

The fare, first class, to Chicago was $130; to New York, $150; to St. Louis, $129; and to New Orleans, $162. Passengers were allowed one hundred pounds of baggage free and the charge on excess baggage between San Francisco and Omaha was $15 per hundred pounds. The rates on Silver Palace Sleeping Cars, which ran between San Francisco and Ogden, were: San Francisco to Wadsworth, double lower berth, $2; double upper, $2; state-room, $5. To Carlin or Elko, $4 for the lower, $4 for the upper, and $10 for a state-room. To Ogden, the double berth cost $6 and the state-room $12.

Freight rates from San Francisco were also quoted, on first-class, second-class and third-class trains. Through freight from San Francisco to Ogden, first class, was $2.75 one



The first fast overland passenger train between San Francisco and Chicago shown in this picture taken at Cape Horn in the Sierra shortly after the transcontinental line was connected in November 1869, was called the "Atlantic and Pacific Express." It made the trip in 1154/4 hours. Today the Overland Limited runs on a 63-hour schedule. There were no dining cars on the early day express and stops were made by the east and west bound trains for meals at Ogden, Terrace, Toano, Elko, Carlin, Argenta, Humboldt, Wadsworth, Cisco, Junction (now Roseville) and Sacramento. At Cape Horn a stop was made so passengers could view the deep chasm of the American River Canyon. A tunnel, known as "Panama Canal," has long since caused the abandonment of the sharp Cape Horn curve. Note that the observation car was open air.

hundred pounds; second class, $2.50; and third class, $2.10. To Chicago, first class, $7.50; second class, $6.20; and third class, $5.20.

A section of the time-table is devoted to the tariff on livestock, "to be fed, watered and taken care of by owner." Between San Francisco and Ogden the tariff was $300 a car, and to Chicago $710 a car. The carload rate on wagons, wagon stock, agricultural implements, machinery and household goods "owners to load and unload," from San Francisco to Ogden, $300 a car; to Chicago, $670 a car; and to New York, $800 a car. One page of the time-table was devoted to stage connections, giving the mileage of the stage route, the time of leaving, time occupied by the trip and the fare. The stage trip from Stockton to Yosemite Valley cost $20. The stage from Marysville to Portland, Oregon, was $40. It cost $50 from the Central Pacific station at Winnemucca to Boise City.

The time-table was issued in the name of the Central Pacific, Western Pacific and California & Oregon Railways. It was Western Pacific from San Francisco to Sacramento; California & Oregon from Sacramento to Marysville, and Central Pacific from Sacramento to Ogden.

The principal offices of the company were 415 California Street, San Francisco; 56 and 58 "K" Street, Sacramento; and 54 William Street, New York City.

The officers whose names appear on this early time-table were A. N. Towne, General Superintendent; J. Corning, Assistant General Superintendent; T. H. Goodman, General Freight and Passenger Agent, Sacramento; T. Hosmer, Ticket Agent, San Francisco; and H. B. Eddy, Ticket Agent, Sacramento.

## CHAPTER XXV

### Associates Deeply in Debt When Lines Meet—Road Heavily Mortgaged and Stock Valuable Only for Control—Suez Canal Competition.

When the junction of the two roads was made and the road in operation, the associates had expended all their means, all the aids granted, and were more than $3,000,000 in debt, for which they were personally liable. They had given nearly nine years of their time, all their fortune and all their credit to the undertaking. They had a road to Ogden, which was subject to liens securing the government and the first mortgage bonds and they owed $3,000,000 personally. Representing their equity in the road, they held all the stock, but the stock alone had little market value and could not have been sold at that time for one-third enough to discharge the $3,000,000 of unsecured indebtedness. They had this stock, their indomitable will, their credit and their faith in ultimate success. Of these assets credit alone was available and that alone bridged the chasm of bankruptcy ahead of them. The world believed them rich and they let the world think so."

**Would Have Sold Cheap**

Governor Stanford, testifying before the Pacific Railroad Commission, said when the roads met at Promontory that his own account at the Bank of California was overdrawn $1,500,000 and that he didn't count the stock of any particular value except as giving them control of the property at that time. He said they would have sold it for 10c on the dollar. Asked when he changed his mind about the value of the stock, he answered: "About as soon as I made up my mind that we couldn't sell it. We had to stay in and work it out. When the road was completed we were all tired and exhausted and would have been glad to sell out for almost anything."

As a matter of fact, two years after the driving of the last spike, Charles Crocker, whose health had broken down and who had been ordered to take a long rest, actually sold to his associates all his stock for 12c on the dollar. This was in April, 1871. He sold it, however, on credit. His associates didn't have the money to pay. He left his stock in escrow in the Bank of California with instructions for its delivery to Huntington and the others upon payment by them on the agreed basis. Crocker returned two years later restored to health and desirous of going into business again. He asked for his money and was told that they did not have it and could not get it.

In telling about it later, Crocker describes the situation in 1873. On making demand for his money he was referred by Stanford to Huntington. He asked Huntington for the money: "Well," said Huntington, "Charlie, we haven't got it. We cannot get it." "It was right in the flurry then of 1873, the Jay Cooke flurry, and they could not get the money. I had $60,000 in the bank in California. I tried to get it here (New York) to buy some Wells Fargo & Company's stock and I couldn't get it. They would not send it by telegraph because they did not have it to spare. So I took back my stock and tore up the papers."

**Crocker on "Leave"**

Huntington, he said, suggested that he come back and share equally with them in all the projects they had started during his absence. "We will consider," said Huntington, "that you have been on a two-years' leave of absence, and then, when we want a rest, we will take a leave of absence."

It is also in the record that a year after this the Huntington, Hopkins and Crocker stock, giving control of the railroad, was offered to a syndicate headed by D. O. Mills at 20c on the dollar and turned down because the risk was too great.

When they had failed in the early part of the enterprise to interest the moneyed men of California in their project, the Big Four went ahead and did the best possible with their own resources. When they thought these were exhausted—after reaching the California line—and they again failed to get the help of outside capital, they renewed demands on their own resources and ingenuity and completed the road. When the road was completed and they found themselves deeply in debt, with only a heavily-mortgaged road and a lot of unsaleable stock to show for their work and investment, they proceeded to make the stock valuable by making the railroad pay. This presented just as many difficulties as the original construction.

Successful as builders and financiers, the associates shot wide of the mark in some of their calculations as to the source of future profits. When they were climbing the Sierra the immediate lure was the trade with Nevada. This hope proved a good deal of a bubble, which was deflated, if not utterly burst, by the time the road was open to Truckee. The trade of the Salt Lake Valley never came up to expectations, although it was this that largely prompted the costly haste of the last summer of construction.

These were but incidents, however, to the real prize. From its very inception the Pacific Railroad had been heralded as a highway for the trade of the Orient, which would not, however, be available until the last spike had been driven and the trains were running through.

**Suez Canal Competes**

The very month the road was completed the Suez Canal was opened to the ships of the world.

There was no moving picture newsreels in those days to keep people advised of progress and development in far places. Governor Stanford told the Pacific Railroad Commission, "We were very much disappointed with regard to the business with Asia. We were very busy building our road and we had not taken much account of what was going on in the matter of the construction of the Suez Canal. I think that the whole country anticipated that when the road was built there would be a great business with Asia, but the opening up of the Suez Canal during the very season that we completed our road disappointed us in that anticipated business."

The associates won out in spite of these disappointments and failures because, while they had shared in the popular pastime of dreaming, they also had made the most of every opportunity that came to their grasp. Although the big prizes they had expected failed to materialize, there had developed during the course of construction a local business which was already of important proportions, and which was increasing as the communities served by the railroads grew as a result of that service.

One of the big things the railroad did and which nobody seems to have forecast was to make possible the establishment of cities at points removed from water transportation. We accept this now as a matter of course—just as we accept the railroad. Until the railroad came, cities had to be either on harbors or rivers, and, in fostering new cities, new communities and new industries, the new railroad was eventually to more than make up for those prizes that had proved to be merely mirages.

*(To be continued)*

Note 43—"I would not have been willing at the time the Central Pacific road was finished to take a block of the stock as a gift and be liable for the debts as they then existed." Testimony Alfred A. Cohen, Pacific Railway Co., p. 2394.

The first dividend was paid in 1873. "Up to the time of the completion of the road we paid in everything we could get our hands on to complete it." Testimony Collis P. Huntington, ibid.





## Supervisors Hold Annual Session at Sacramento

MANY topics pertaining to problems affecting the improvement in supervision and in increasing the output of various shops, came up for discussion at the Fourth Annual Convention of the Association of Supervisors of Mechanics, held at Sacramento October 10 to 12, inclusive.

A feature of the convention, which was attended by 21 delegates from twelve points on Pacific Lines, was the banquet held at Hotel Sacramento. More than 130 attended this affair, including officers, invited guests, delegates and their wives. President D. O. Herrick presided and addresses were made by Mayor Goddard of Sacramento; C. J. Galloway, secretary-treasurer; T. Ahern, assistant general manager; Geo. B. Hart, assistant to general superintendent of motive power; H. C. Venter, superintendent of shops; Ellis Purlee, a humorous lecturer of Sacramento; J. L. Baner of Los Angeles; and F. J. Gutsch of El Paso.

During the banquet entertainment was furnished by Mr. Jovovich, Mrs. Williams and Miss Irna Cram. Dancing followed the banquet. A theater party was the entertainment feature one evening, and on the final day of the convention the delegates were taken through the large general shops at Sacramento and on a tour of points of interest in the territory surrounding Sacramento.

The committee handling arrangements for the convention was composed of G. M. Crocker, O. B. Whipple, Jos. Johnson, Sam Woods and M. W. Cram.

Delegates attending the convention were: J. L. Baner and F. E. Royce, Los Angeles; J. G. Aye, Fresno; C. Charboneau, Sparks; G. Christon, F. Bull and C. J. Galloway, San Francisco; H. J. Poirier, Ogden; N. Hansen and C. A. McClarity, Oakland; M. W. Cram, J. M. Kinney, L. W. Holmes and W. L. Williams, Sacramento; H. Osborn, Roseville; J. W. Taylor, Portland; L. E. Day, Dunsmuir; F. J. Gutsch and J. J. Froussard, El Paso.



Fourth Annual Banquet of the Association of Supervisors of Mechanics, Pacific Lines, was held at the Hotel Sacramento, October 1, as a feature of the association's annual convention.

### VETERAN ASS'T ENGINEER IS CALLED BY DEATH

John C. Christy, former assistant engineer in construction and location work, died at his home in San Francisco October 10. He was 67 years old and started his railroad career with the Pennsylvania Central in 1880. Later he was with other railroads before joining the engineering staff of Southern Pacific in 1906 under the late Chief Engineer Wm. Hood.

Mr. Christy was the first man to reach Galveston after the big flood on September 8, 1900. In an effort to determine means of rescue and reclamation, he managed to navigate the turbulent waters and was the first engineer to reach the stricken city.

Besides his widow, Mrs. Iron Christy, he is survived by a son, Barclay Christy. Funeral services were held at San Francisco October 12.

### CHEERFUL AIR OF SANTA CRUZ STATION IS PRAISED

"An air of cheerful industry pervades every nook of the whole plant," states an article appearing recently in the Santa Cruz Cruz News commenting on the service extended by Southern Pacific through its able staff of station assistants under the direction of Agent James Doig.

### HUMMEL IS PROMOTED IN THE MOTIVE POWER DEPT.

H. H. Hummel, who has been chief clerk to the general superintendent of motive power at San Francisco since 1902, has been appointed assistant to general superintendent of motive power, a newly-created position.



H. H. Hummel

Mr. Hummel started with the company as a clerk at the Sacramento Shops in 1890. When the office of general superintendent of motive power was created in 1902 he transferred to San Francisco and served as chief clerk to H. J. Small, T. W. Heintzelman and to the present general superintendent of motive power, Geo. McCormick.

### COURTESY ESSAY WINNER ON TOUR OF THE EAST

Miss Jessie Wade, ticket clerk at Oakland Pier, is taking an extended trip throughout the East, visiting all points of interest and otherwise acquainting herself with just what a traveler might expect to see, so she will be better equipped to answer the multitude of questions that come to her from patrons passing through the Oakland terminal.

Miss Wade won first prize in the Courtesy Essay contest conducted by the Bulletin several months ago. Her excellent essay attracted attention throughout the country and she received letters of congratulation from persons in all walks of life.

While in the East, Miss Wade attended the annual convention of the national association of ticket agents.

### ONE POUND OF COAL WILL HAUL MAN ONE HUNDRED MILES

Energy released by one pound of coal burning under the boiler of a modern locomotive is sufficient to carry a human being nearly 100 miles. Locomotives, as indicated by records compiled for the last year by the Class 1 roads, have become so relatively efficient that two and one-half ounces of coal, or its equivalent in fuel oil, will generate steam power sufficient to move one ton one mile.

This is equivalent to carrying a 130-pound man 100 miles on one pound of coal. But, as car equipment, weighing on an average 12,620 pounds for each Pullman passenger and 6,800 pounds for every coach passenger, also must be hauled at a like fuel expenditure, it will be seen that the cost of hauling travel comforts is considerably in excess of the mere moving of the passenger's person.

In the case of the average solid Pullman train, the equipment a locomotive must move will weigh practically one hundred times the total weight of the passengers carried. If it is a coach train, the weight will be reduced by half.

## Company Asks to Stop Old Ferry Service

WITH the filing of an application on September 21 with the California Railroad Commission for permission to abandon the passenger ferry service between Vallejo Junction and North Vallejo Wharf, the first move was taken by Southern Pacific in the passing of one of California's early transportation services.

During 1878 the railroad was opened between Oakland and Port Costa, and the following year from Benicia to Suisun, where connection was made with the main line of the California Pacific. At about the same time, the ferry service of the California Pacific between San Francisco and South Vallejo was discontinued and replaced by service between Vallejo Junction North and South Vallejo wharfs.

This service was inaugurated on December 28, 1879, with the steamer Amelia as the first ferry, being transferred from the Sacramento River fleet. In June, 1882, the Amelia, along with a number of other vessels, was sold, and the steamer Julia was altered somewhat and placed in the Vallejo ferry service. The Julia was destroyed by fire in February, 1888. It is not known what steamer took its place, but in April that year the Amador took the run, being relieved by the El Capitan in 1900. During the period of the war the Bay City was added to the service, continuing on the run when the El Capitan was retired in May, 1921. Since May this year the Garden City has been on the run.

At the time of making application to discontinue the ferry service, Southern Pacific asked permission of the railroad commission to establish motor bus service for that territory and to operate over the Carquinez Bridge between Crockett and North Vallejo Wharf.

In its application to abandon the ferry service, it was stated by the Company that there had been a loss of $57,000 on this line in the last twelve months.

### SIXTY-EIGHT PASSENGERS SIGN "THANK YOU" LETTER

Sixty-eight people traveling with the Judy Barnes and Elwood Tourist Club of Elwood, Indiana, signed a letter to Passenger Traffic Manager F. S. McGinnis, praising the service in general and the courteous attention received from employes in all branches of the service that they came in contact with.

"We were so favorably impressed with the universal courtesies shown us by all your employes that we are unable to resist the inclination to express through you our appreciation to them," the letter stated. "The service has been perfect. Not a single discord has marred the pleasure of our trip."

Son. "Dad, what do they mean when they say 'college bred'?"

Father: "Four-Year loaf."—Ex.

### HEDLUND HEADS THE FREIGHT DEPARTMENT AT CHICAGO

A. C. Hedlund, formerly general agent of the Passenger Department at Chicago, has been appointed general agent of the Freight Department, effective October 1, with headquarters in the Chicago Southern Pacific Building. He succeeds J. J. Grogan, who resigned from the service.



A. C. Hedlund

Joseph H. Desherow will succeed A. C. Hedlund as general agent of the Passenger Department at Chicago and Robert K. Smith has been appointed general agent at Minneapolis, succeeding Mr. Desherow.

Mr. Hedlund has served Southern Pacific in various capacities since September 7, 1903. He was first employed as office messenger, advancing through the various clerkships to contracting freight agent, chief clerk, foreign freight agent and district passenger agent. March 1, 1926, he was made general agent, Passenger Department.

His many appointments, from office messenger to general agent, have filled his mental kit with tools of experience, and he is well qualified to assume the responsibilities of his new assignment.

### FERRY BOATS "TALK" WITH DISTINCTIVE WHISTLES

Ferry boats on San Francisco Bay not only talk to each other, but each ferry has vocal characteristics distinct from those of any other craft.

Every ferry boat, according to Captain C. F. Heath, superintendent of the Company's steamer division, has a whistle peculiar to itself which ferry captains recognize on the darkest night or in the thickest fog as readily as mothers recognize the voices of their children. This is an aid to safe navigation in foggy weather, as the captains, knowing the schedules on which all boats operate, can tell by the whistles which ferries they have passed and which boats are still ahead of them.

When one boat, approaching another, sounds one short blast, it is a sign that she will pass to the right of the oncoming steamer. Two short blasts signify that she intends passing to the left. When the pilot of the second steamer agrees, he replies with an equal number of toots.

One of the most important foggy day signals is one long blast followed immediately by two short blasts. When the ferry captain hears this, he knows the craft sounding it has a barge or another boat in tow. Three short blasts say "My engines are running full speed astern."

Ferry boat whistles, which look so small from the steamer's decks, are in reality as tall as an average man's body, and on still days their tones can be heard a mile away.









Veterans of Southern Pacific who were recently retired on pension. Names are shown in list at bottom of the page. Photographs of Arthur B. Hill, John J. McEnerney, Chas. W. Lightner, Manuel Silva and Louis W. Hale were not available for the Bulletin this month.

## Oakland Man Heads List of Veterans Retired

THOMAS SILVERIA, scrap sorter at West Oakland, heads the group of veterans, in point of service, who were retired on pension at the meeting of the Pension Board September 26. He started as a laborer on Long Wharf in September, 1878, and has since continued in service at Oakland, rounding out a total of 49 years.

Arthur B. Hill, carpenter at Oakland Pier, brings to a close a service of 38 years 10 months. He started in that work in September, 1888, and has remained continuously on the Western Division.

John J. McEnerney, foreman car inspector at Sacramento, who started work as a car inspector at that point in June, 1892, is retired after a service of 35 years.

Chas. W. Lightner, assistant foreman in the B. & B. Department at Ogden, is retired after 34 years' service. He started as a carpenter in the Car Department at Ogden in March, 1893. Later he transferred to the Maintenance of Way Department, and was promoted to assistant foreman in May, 1923.

John V. Ferretti, chief engineer in the Steamer Division at San Francisco, is retired after 27 years 2 months' service. He started as a fireman in June, 1900.

Bjorn Knudsen, quartermaster in Southern Pacific Steamship service at New York, who started work in that capacity in September, 1900, is retired after 27 years' service.

Tsu Wo, who has been a section laborer on the Salt Lake Division since January, 1900, is retired after 26 years 10 months' service.

William H. Griffith, car inspector at Sacramento, is retired with 26 years 3 months' service. He started as an inspector at Dunsmuir in July, 1901.

Charles Boyd, car inspector at San Jose, is retired after 25 years 8 months' service. He started as an inspector at Yuma in May, 1889, but was out of service for about two years, returning as inspector at San Jose in January, 1902.

Manuel C. Silva, who entered the service as hammer operator at Sacramento Shops in December, 1901, is retired after 25 years 8 months' service.

Marion F. Rittinghouse, who has been a locomotive engineer on the Coast Division, is retired after 25 years 7 months' service, while working out of San Luis Obispo.



A. K. Beazley, West Oakland, retired after 24 years' service.

Melville E. Spragins, telegrapher at Colton, is retired after 25 years 5 months' service. He started as a telegrapher at Steins Pass, N. M., in February, 1902. Later he worked at Benson, Mescal, Separ, and in 1904 transferred to California and has since been at various stations on the Coast and Los Angeles divisions.

Louis W. Hale, assembly clerk in the Store Department at West Oakland, is retired after 23 years 5 months' service. He started work in the Maintenance of Way Department at West Oakland and in 1918 transferred to the Store Department.

Tu Mou is retired after 22 years 4 months as a section laborer on the Salt Lake Division.

Henry Liebe retires after 21 years 3 months as lumber inspector on the lines in Oregon. He first started with the Oregon Railroad and Navigation Company and entered Southern Pacific service in 1911.

Thomas E. Burns, yardman at West Oakland, is retired after 20 years' service.

Reporter—"To what do you attribute your great age?"

Methuselah—"Well, the fact that I was born over nine hundred years ago might have something to do with it."
—Collier's.

## Recent Additions to S. P. Honor Roll of Pensioners

| | Name | Occupation | Location | Service, Yrs. | Mos. |
|---|---|---|---|---|---|
| 1 | Thomas Silveria | Scrap Sorter | West Oakland | 49 | 0 |
| | Arthur B. Hill* | Carpenter | Oakland Pier | 38 | 10 |
| | John J. McEnerney | Foreman Car Inspector | Sacramento | 35 | 0 |
| | Charles W. Lightner | Assistant Foreman | Ogden | 34 | 0 |
| 2 | John V. Ferretti | Chief Engineer (Stmrs) | San Francisco | 27 | 2 |
| 3 | Bjorn Knudsen | Quartermaster | New York | 27 | 0 |
| 4 | Tsu Wo | Laborer | Salt Lake Div. | 26 | 10 |
| 5 | William H. Griffith | Car Inspector | Sacramento | 26 | 3 |
| 6 | Charles Boyd | Car Inspector | San Jose | 25 | 8 |
| | Manuel C. Silva | Hammer Operator | Sacramento | 25 | 8 |
| 7 | Marion F. Rittinghouse | Locomotive Engineer | San Luis Obispo | 25 | 7 |
| 8 | Melvill E. Spragins | Telegrapher | Colton, Calif. | 25 | 5 |
| 9 | Tu Mou | Laborer | Salt Lake Div. | 22 | 4 |
| 10 | Henry Liebe | Lumber Inspector | Portland | 21 | 3 |
| 11 | Thomas E. Burns | Yardman | West Oakland | 20 | 0 |
| 12 | Louis W. Hale | Assembly Clerk | West Oakland | 23 | 5 |

*Mr. Hill died July 19, 1927.

# "Know Your Railroad," Advice to Passenger Traffic Salesmen

By JOHN M. SCOTT
*Ass't Passenger Traffic Manager, Portland*

PASSENGER solicitation is not confined alone to those whose whole time is devoted to such work, but any employe through his contacts with the general public is a potential salesman. Nevertheless, under competitive conditions, it is necessary to have men whose entire time is devoted to active solicitation.

There are certain qualities which are common to all successful salesmanship. A pleasing personality is essential in gaining a respectful hearing. Neatness in personal appearance and a courteous demeanor at all times go far toward gaining a favorable impression. But all of these, though important, cannot convince a prospective passenger that yours is the line over which he wishes to travel.

Every traveler has his own particular reason for making his journey. If for business alone, the fastest schedules would make their appeal; if for pleasure, the route which holds most interest from standpoint of scenic attractions, comfortable accommodations, or most convenient stop-over points for visiting relatives or friends. Thus a solicitor must have an almost unlimited knowledge of not alone his own road, but of connecting lines; he must be conversant with rates and train service; and must adapt his knowledge to the needs of his prospect in an original and convincing manner.

To do this requires constant effort on the part of the solicitor, as changing business conditions bring about continual readjustments in service and rates. He must follow the daily trend of events and must be able to quickly detect possibilities of securing individual, party or convention movements. Frequently it is possible, by maintaining friendly relations with heads of various organizations and groups, to work up sentiment in favor of holding outings or excursions involving a considerable volume of business.

To illustrate,—at certain seasons of the year favorable fishing conditions attract large numbers of anglers for week-end trips. Under normal circumstances three or four individuals will go together in a private automobile to their favorite stream to fish. By keeping in close touch with angling clubs, it has been possible for the passenger solicitor to organize fiskermen's week-end specials with schedules and rates sufficiently attractive to bring to the Company a substantial amount of revenue which would not have otherwise developed.

Like the nervous system of the human body, every employe holds an important relation in the functioning of the organization as a whole, and the more conversant he is with the fundamental requisites of selling, the better he can coordinate his efforts with those of the passenger traffic solicitor. In a great many cases, the turning in of passenger tips to be followed up by the regular solicitors is all that can be accomplished by the employe. In other instances, however, the employe can assist through consultation with the passenger representative and, through united effort, business may be secured which might otherwise be lost to competitors.

Our business is to sell service in transportation. To do this successfully we must know intimately what we have to sell; to understand the needs of our prospective purchasers; and to convince them that what we have to sell fills their needs.

To the one who can most nearly fulfill these requirements will come the greatest returns in securing satisfied patrons and in the establishment of good will toward the Company.

## DISTRICT TRAFFIC OFFICES NOW AT MODESTO

Offices of I. T. Sparks, district freight and passenger agent, have been transferred from Merced to Modesto, effective September 14. Mr. Sparks also announced that Anselmo R. Gallego had been appointed traveling agent with headquarters at Merced.

---

He—Honestly, now, do you women like egotistical men as well as the other kind?

She—What other kind?—Ex.

## LOS ANGELES YARDMASTER IS LIVE BUSINESS-GETTER

Wm. H. Phillips, yardmaster at Los Angeles, is such a live wire in heading passenger business Southern Pacific's way that Harry E. Pierson, district passenger agent at Glendale, calls Phillips' home in that city a "branch ticket office of Southern Pacific in the fastest-growing city in America."

Pierson says Phillips is the most active of any operating department employe he ever met in turning in "tips" on prospective passenger or freight traffic, and in other ways helping the traffic men line up new business.

Phillips does not consider his business-getting activities anything to get excited about. Like Lindbergh, he is quite modest, and explains his interest in helping increase the Company's business as follows:

"If I were a carpenter, working for a contractor, and knew of another building to go up and did not try to get the job for my boss, in order that I could be assured of steady work, I would not be worthy of my job."

# Tradition of Service Is Upheld in Handling S. P. Traffic

By J. H. MULCHAY
*Assistant Freight Traffic Manager, Portland*

FOLLOWING its traditional policy to furnish the public with the highest and most efficient service, the Southern Pacific management is continually increasing its plant facilities and has been foremost in the addition of locomotives, cars, terminals, secondary trackage, etc., and in the perfection of a physical railroad plant.

Revenue return is the sole factor to sustain the investment and to meet the constant demands for increased expenditures for the existing properties, and to warrant and encourage the management's general expansion policy, particularly pioneering and development of new fields. Business naturally must tell the story.

Careful reading of Pacific Coast history shows the Company we are so happily situated with to be the pioneer in transportation, and I often wonder whether we make the best out of the very efficient implements they have placed in our hands for selling the one, and the one thing only that we have—"TRANSPORTATION."

Freight, unlike a passenger, is an inanimate substance and must be cared for according to the desires and requirements of shipper or consignee. Its proper handling and dependable service is the prime requisite to the establishment of permanent patronage.

A manufacturing institution of any kind, to be successful, must satisfy the buyer. Our competitors strive with all means at their command to also provide a satisfactory service and use many arguments in support of their claim for business. We are all salesmen; however, it is not infrequent to receive report from representatives, in effect, that the Southern Pacific will be accorded its share of a given tonnage, indicating, in my judgment, disposition on the part of the salesman to be satisfied with whatever business the buyer of transportation may consider its share, and in which short-haul routing may be included with long haul. Such situations suggest a failure to fully sell the buyer that which is the only commodity produced in our plant, viz: "TRANSPORTATION."

It is conceded that all are naturally anxious to have, as a whole, the goodwill of the traveling and shipping public. However, this is a game of unlimited numbers and likewise applies to our competitors.

It is difficult to in a few words discuss so important a subject as solicitation, but suggest that every member of the Southern Pacific family read its history, study its work of constructive community development and, particularly, study in their own way those things that have come before them during their service with the Southern Pacific. This done, I believe they will conscientiously agree with me, that—

(a) The Southern Pacific is the railroad that first told the world of the Thousand Wonders of the Pacific Coast.

(b) That it is in every respect a Pacific Coast institution and solidly devoted to the development of the Pacific Slope, even though its rails may not reach every hamlet.

(c) That the broad policies developed by its early builders and carried on thereafter by its far-sighted management have made the Pacific territory from the Mexican to the British Columbia boundaries one of prominence and influence.

May I ask you to believe in and throw your whole-hearted support to your friend and helpmate, the Southern Pacific?



Wm. H. Phillips, Los Angeles yardmaster, and his son, Robert, standing in front of their home in Glendale. Phillips is such an active business getter for the Company that his home is sometimes referred to as a "Southern Pacific Branch Ticket Office."

## TERMINAL SITE IS OBTAINED AT KLAMATH FALLS

Southern Pacific announced September 30 that the Great Northern had joined with the Company in the purchase of about seven and a half acres in Klamath Falls for freight terminal purposes. The property, it has been decided to purchase together, will later be divided according to the needs of each road for its respective freight terminal purposes.

Purchase of the property for terminal use is being undertaken pursuant to the terms of an agreement by which the Great Northern and Southern Pacific jointly control the Oregon, California and Eastern Railway Company, following taking by the Great Northern under contract of joint rights over Southern Pacific line between Chemult and Klamath Falls, and the right to use certain Southern Pacific trackage in Klamath Falls as a bridge to reach their own terminal properties.

### A Scotch Mist

"Hello! Hello! Is this you, Mac?"

"Ay."

"Is this MacPherson I'm talkin' to?"

"Ay, speakin'."

"Well, Mac, it's like this: I want to borrow $10—"

"All right. I'll tell him as soon as he comes in."—Ex.







Officers and employes present at a meeting of agents held at Brawley October 12. Seated, left to right—Jos. Hellen, ass't gen. passenger agent; E. G. Burdick, general manager, Inter-California Ry.; V. F. Frizzell, district freight and passenger agent, El Centro; Superintendent G. E. Gaylord; W. C. Eaton, agent, Brawley; C. J. Bleck, general freight agent; J. H. Williams, traveling freight and passenger agent, El Centro. Standing—B. L. Major, agent, El Centro; E. A. Hoake, ticket clerk, El Centro; E. A. Bryan, chief clerk, Calexico; Manuel Majia, Jr., ass't. cashier, Calexico; Agents E. S. Blake, Holtville; G. W. Adams, Calexico; J. W. Craig, Indio; R. H. Freeman, Thermal; J. A. Bollman, Calipatria; and D. C. Gale, Imperial; W. A. Calloway, clerk El Centro; B. S. Baumann, trainmaster, Indio; J. V. Neary chief clerk, El Centro; T. J. Arnett, traveling freight and passenger agent, El Centro; G. A. Gray, ticket clerk, Brawley; R. M. Jones cashier El Centro; and C. A. McKee, cashier, El Centro.

## SERVICE PLUS WINS PRAISE FOR TRAIN CREWS

*By* E. G. ROCHE

Eugene Levy of San Francisco was so impressed with service rendered him on the "San Joaquin Flyer" that he took the trouble to make himself heard to every subscriber of the San Francisco "Chronicle." He said:

"Many complaints have been registered in the columns of your paper against the Southern Pacific Railroad Company. The writer has just returned from the southern part of the state via the Valley Daylight Limited.

"As far as courtesy was concerned from the train employes, it certainly reigned supreme. Everyone from the porter to the conductor was ever ready to extend every courtesy to the passengers en route.

"Time and again queries were asked by some of the passengers which would almost exasperate the patience of a saint, and during these trying circumstances the entire train crew demonstrated its ability to serve the public."

The above attests the efforts of San Joaquin Division trainmen to look after the comfort and convenience of patrons, and goes a long way towards making employes feel that their efforts are really appreciated. Of course, there are other ways of telling whether or not the general public are appreciative of the service rendered them, and to watch the increasing number of passengers on this train from day to day would make one feel that the traveling public were not only pleased but "tickled to death."

The following trainmen handle this train in conjunction with others between Los Angeles and Fresno:

Conductors. J. M. Young, J. B. Wilson, Ed Hallahan, J. Reilly, J. B. Johnson, C. R. Rankin, G. Day, A. Cameron, W. C. Smith. Brakemen: F. F. Loop, W. D. Brown, W. C. Bright, S. E. White, R. F. Ernst, J. H. Brown, F. W. Gates, R. J. Cottrell, H. R. Eaton, F. Dow, G. A. Wright, Ed Dice, Wm. J. Crowley, L. M. Sessions, T. D. Luscomb, D. R. Canny, H. C. Phelps, D. E. Bellus.

## BUSINESS-GETTING TOPIC AT DIVISION MEETINGS

For the purpose of discussing ways and means of developing traffic and in promoting close cooperation between the Traffic Department and Operating Department in the solicitation and handling of passenger and freight business, joint meetings of officers and employes were held at various points on Pacific Lines recently.

One of the best attended meetings was that held at Brawley on October 12, at which were present a number of division and traffic officers, as well as practically every agent in the Imperial Valley district. The principal talks were given by Superintendent G. E. Gaylord; G. J. Blech, general freight agent; Jos. Hellen, assistant general passenger agent; and E. G. Burdick, general manager of the Inter-California Ry. V. F. Frizzell, district freight and passenger agent at El Centro, acted as chairman.

Another meeting had been held on Los Angeles Division on September 21, when agents and traffic employes of the Pasadena District met at El Monte. General Freight Agent G. J. Blech and District Freight Agent R. S. Fisher discussed the situation in regard to freight traffic and G. W. Wetherby talked on passenger matters in general.

L. F. Hudson, district passenger agent at Oakland, was chairman at the meeting held at Richmond October 13, which was attended by agents and station employes from Crockett to Oakland. Solicitation and traffic matters were discussed in talks made by H. W. Klein, assistant general freight agent; L. Richardson, assistant general passenger agent; J. D. Brennan, assistant superintendent of Western Division; L. Mayrisch, chief clerk to division superintendent; and by Mr. Hudson.

### Better

A stout man was shocked to see a boy comfortably seated in a crowded street car when two women were standing.

"Get up and let one of these ladies sit down," he said.

"You get up and let them both sit down," replied the boy instantly.—Ex.



These strange hieroglyphics were found by E. Farr, Jr., 1343 foreman of Salt Lake Division, carved on a stone near Promontory, Utah. Mr. Farr shown in inset, makes a hobby of searching for and unraveling the mysteries of these ancient writings. His father was an employe of the old Central Pacific and was present at the driving of the "last spike" at Promontory in 1869.

## The Past Is His Hobby

By G. L. Snively
*Bulletin Correspondent, Ogden*

ENOCH FARR, JR., bridge and building foreman on Salt Lake Division, makes use of his leisure time searching for Indian relics and ancient rock writings.

While stationed at Saline in 1926 he unearthed a wealth of archaeological data in burial mounds and stone inscriptions. He has made a study of Egyptian, Babylonian and other ancient character writings and at present is making a comparative study with those found in Nevada. In his journeys up and down the division he has made many important discoveries of old Indian habitations, mounds and the strange hieroglyphics to be found throughout the State.

While so far the writings have remained a mystery, Mr. Farr is engaged in an attempt to decipher them, and, while he is aware of vastness of his task, he hopes, at least, to lay a foundation for their future unraveling.

### WOMAN NO LONGER DREADS TO TRAVEL WITH CHILDREN

One of two brakemen, either G. A. Wright or J. W. Moran, both of whom have been commended many times for courtesies to passengers, is responsible for having won the admiration of Mrs. Florence Clanton, of Fresno, for Southern Pacific Service.

Mrs. Clanton writes that she often goes to Los Angeles, but has always avoided traveling on trains because of having to take two small children. Recently she had to take the train, but, as she says, "the courtesy and consideration of the brakeman have completely 'sold' me on your service. I intend to always go by train hereafter. The brakeman found us a seat on the shady side of the train and several times on the trip stopped with a pleasant word to me or the children. Little things are the really big things sometimes and we all looked forward to his trips through the car because of his cheery and courteous manner."

### NEW TYPE OF LOCOMOTIVE IS GIVEN TEST OVER SIERRA

During the month, a new type of three-cylinder locomotive, the "No. 60,000," carrying 350 pounds boiler pressure in place of the usual 200 to 215 pounds, was given a test on Pacific Lines.

This is the 60,000th locomotive built by the Baldwin Locomotive works, thus the name. It has been given exhaustive tests in the East and now is under experiment on the Company's lines between Roseville and Sparks.

Incorporating many new features in addition to extremely high boiler pressure, the engine is one of the heaviest ever built, weighing 457,000 pounds, of which 338,400 pounds are on the drivers.

The boiler is constructed without use of stud or stay bolts and steam at 350 pounds pressure supplies the center cylinder, the two outer cylinders using the exhaust steam from the center cylinder.

### SOMETHING BOUGHT THAT IS NEVER USED—WHAT IS IT?

Southern Pacific ferryboats, shuttling across the waters of San Francisco Bay, daily carry 39,560 pieces of equipment worth far in excess of $100,000 that never have been used, probably never will be used, and yet never can be dispensed with for a single trip.

These are the life preservers stowed conspicuously in overhead racks and under the seats of 21 steamers composing the ferry fleet.

No accident serious enough to require use of life belts ever has happened to any of these steamers since the first of the company's ferries were established, but life preservers are constantly inspected and are maintained in finest condition.

Each steamer at all times carries more life belts than the total number of passengers ever carried under heaviest traffic conditions. But other safety factors governing operations of the ferries are so carefully enforced that any chance patrons ever may require life belts is extremely remote. Out of millions of passengers carried, there never has been loss of life due to accident to any of the company's ferries.

### A Flareback

"What's that mark on your forehead?"

"That's a berthmark."

"Yes?"

"Yep, accidentally got in the wrong berth."—Patton's Monthly.

## Your Doctor

EMPLOYES are invited to write the General Hospital Department at San Francisco for medical advice. The questions will be answered impersonally in this column each month, or letters will be written personally to the employe by the Hospital Department.

*Question—*

My wife is a sufferer for a good many years from what we are told is gall stones. Is there any way of dissolving them? The attacks are becoming more frequent and sometimes are quite long. Medicine does not seem to help. What should I do?

*Answer—*

If your wife is passing gall stones, which generally produce extreme pain and sometimes jaundice, there is no relief except by surgery, providing there are more stones in the gall bladder. There is no method of dissolving stones. A gall bladder which has once produced stones is always going to be unhealthy, and, in all probability, removal by operation is the safest way out. Draining the gall bladder by means of medication applied through a very small tube that is swallowed is sometimes satisfactory for a short time, particularly where there is disease but no stones. Modern methods of taking x-rays very commonly show the presence of stones that might not have been shown by simple x-ray plates made some years ago.

*Question—*

I have a nine-year-old child who has a bad case of cross-eye which is not corrected by the use of glasses. What should I do with her?

*Answer—*

When the eyes of children are crossed, they get into the habit of using only one of them and the sight is eventually lost in the other eye. For this reason early correction of cross-eye is desirable. It is usually due to weakness of a muscle, and bad cases such as yours, which cannot be corrected by glasses, should be operated, and a little of the over-acting muscle is cut. This balances the weak muscle, so that the fine correction can be made easily by glasses.

### OVERLAND TWICE AS FAST AS EXPRESS OF 1877

Fifty years ago, according to the Railway Age, the running time of the fastest express train over the Central Pacific and Union Pacific lines between San Francisco and Omaha was 102 hours for the 1916 miles, an average of about 19 miles an hour.

Today this distance is covered in 52 hours 30 minutes by the San Francisco Overland Limited, which makes the through trip between the Coast and Chicago in 63 hours.

This reduction of almost half the traveling time shows that the railroads have kept their passenger train schedules apace of the times, with improved locomotives, passenger equipment and roadbed.










## Big Hearted Joe

THERE is no one at Sacramento Shops more ready to help another fellow out than Joe Simmons, who has been a clerk in the iron wheel foundry since September, 1917.



Joe Simmons

"No matter how things are going at the shops, or in his personal affairs," says Superintendent Harry Venter, "Joe always manages to display a happy countenance. If there is any one deserving of help he is the first to start a subscription list and head it with a generous contribution."

## Dean of Owl Conductors

HUNDREDS of "commuters" and travelers between San Francisco and Los Angeles are acquainted with F. E. Farley who is the dean of all Western Division conductors on the Owl.




F. E. Farley

When Farley comes into a coach and announces, "Tickets, please," there is something in his speech and manner that radiates friendliness. "I am naturally fond of children," he admits, "and I boast that I can stop any child from crying, providing, of course, that the little tot is not sick." Probably his psychology with youngsters is extended in a way to the older travelers, for he is recognized as one of the Company's best liked conductors.

"Your job is just what you make it," he says. "It can be made a pleasure or a hardship, just as you choose. A friendly, cheerful spirit will go a long way toward gaining cooperation of your fellow workers and in advancing Southern Pacific service.

"I read in the Bulletin recently that there had been no fatality on the Company's steam trains in seven years. That's a safety record to be proud of. I've got a little safety record I'm mighty proud of, too. In the seven years I have been on the Owl and on local train runs where many varied classes of passengers are handled, there has not been an accident to a passenger, not even to the mashing of a finger."

Frank is local chairman of the O. of R. C. and has been a conductor on Western Division since September, 1902. He first started on the Coast Division in 1885 where he was a carpenter, brakeman and conductor before going to Western Division.

## Heads Restaurant Service

THERE are many reasons why the Southern Pacific station restaurant at Los Angeles has become so popular with travelers and many business men of the southern city. One of those reasons is the fine service offered under the direction of Mrs. Annie Smith, who has been head waitress for five years. Another reason is the excellent cuisine, which together with the efficient service, is supervised by F. K. Shilling, restaurant manager.



Annie Smith

Mrs. Smith recently enjoyed her first real vacation in twelve years, taking her two daughters on a two months' trip to her old home at Raleigh, North Carolina. Many side trips have also been planned in her itinerary.

Before coming to Los Angeles five years ago, Mrs. Smith was located at the Company's restaurant in Bowie, Ariz.

## Family of Railroaders

ED. J. P. ROWSE is one of the most widely known engineers on the Salt Lake Division. He comes from a big family of railroaders, all of whom are working on the Salt Lake Division or have been located in that vicinity.



E. J. P. Rowse

Ed. started as a fireman in 1906. It was not long before he was promoted to the right side of the cab and as engineer he keeps them on time and goes smiling through.

## Shop Baseball "Czar"

FOR many seasons Sacramento shops has boasted one of the strongest baseball teams on Pacific Lines. Credit for this distinction goes to S. D. Blackburn, shop valuation engineer, and the "Judge Landis," "Connie Mack," or whatever you choose, of baseball among Southern Pacific shop forces at Sacramento.



S. D. Blackburn

"Blackie" is a player-manager, but mostly the latter. His club is regarded with much respect in central and northern California. This season the railroad team is representing Grass Valley in the Foothill League. Many players have graduated from Blackburn's teams to the major and minor leagues.

Blackburn started as a helper in the pipe shop in June, 1914. Later he was a clerk in the erecting shop, tank shop and general foreman's office. He was in the army during the war, returning to the shops in 1919 to take his present position as valuation engineer.

## Clear Safety Record

DISTINCTION for having the clearest safety record of any foreman on Tucson Division goes to Foreman K. Board, of the signal shops, who became foreman in February, 1922, and to date has not had an accident happened to a man working under him that required filing an I. C. C. report.



K. Board

Board started handling and distributing material in Tucson Yard in March, 1907. The following year he transferred to the signal gang and was promoted to assistant signalman in February, 1914. In November, 1918, he was promoted to assistant signal supervisor of Dragoon District. This position was abolished in July, 1921, and for several months he was a maintainer before taking his present forman position.

## Thank You!

Southern Pacific patrons have written these expressions of appreciation for courtesies shown them by employes and for the general efficient service rendered by the Company and its men and women.

"Your steward L. J. DeGruchy deserves mention," wrote W. F. Arend of Los Angeles. "He is friendly and obliging. We have traveled over railroads many times and the next trip we make we are first going to find out what train we can take to be with Mr. DeGruchy.

Brakeman Edward McGeorge of the San Joaquin Division is commended by W. C. Gilmore of Willows, Calif., for the attention he gave to the comfort of his passengers, particularly in regard to temperature of the coaches.

Seth M. Keeler of Reedley has some nice things to say about Agent Kirchhofer of that station and for Southern Pacific service in general. "Mr. Kirchhofer took special pains to work out the details of an involved round trip East so that I had no trouble whatever," he wrote.

"It was very gratifying to receive such careful attention," wrote E. H. H. Simmons of New York to Wm. Sutherland, city passenger agent at Portland.

Southern Pacific service and the attention he received by traffic representatives at every terminal made a decided "hit" with H. G. Miller of Los Angeles, who expressed his appreciation in a letter to R. B. Graham, passenger agent.

"The letters I receive from the Southern Pacific are the utmost in courtesy and create a feeling of confidence," wrote C. E. Fish of Portland, to Assistant Passenger Traffic Manager John M. Scott.

Among the traffic representatives whose services have recently been commended by passengers are: A. J. Plank, ticket agent, Sacramento; Passenger Agent Jas. Driscoll and Secretary Dale Cline of San Francisco; Geo. H. Siebert and Geo. L. Halenkamp of the Cincinnati office; E. J. Shoben, ticket clerk, Los Angeles; H. H. Boyer, ticket clerk, San Francisco; W. Forsyth of the Reno office; E. J. Harris and L. F. Rosler, passenger agents, San Francisco; W. E. Campbell and Jos. A. Krone, passenger agents, Los Angeles.

"The clean and practically dustless cars, the politeness of everyone connected with the train, and the excellent cuisine made my trip on the Golden State Limited a real pleasure," wrote Conrad Veidt of Hollywood.

"I have never seen anyone give more careful attention to every detail," wrote Mrs. George S. Paine, of Hutchinson, Kansas, regarding the service of Steward E. V. King.

"Walter C. G. Webster is one of the best assets your road has and one of the best I have seen in 25 years of travel," wrote A. J. Poole of Montclair, New Jersey. Webster is also commended by Mrs. N. D. Hynson of Long Beach.

J. E. Bick, agent at Truckee, and Chief Dispatcher O. T. Stackpoole of Sacramento are commended by Geo. J. Cleary of Rocklin for the part they took in the fast run and prompt delivery of a shipment of cattle.

"I have never had better service than that given by your Steward C. Jousteau," wrote F. H. Holden of Los Angeles.

Conductor Tom Carruthers of Tucson Division, W. H. Francis of the El Paso office, A. C. Hedlund of Chicago, and Steward Harry Solover are commended for their services by Joe H. Browning of Los Angeles in a letter of appreciation to H. P. Menahan, district passenger agent.

Cooperation and courtesies received from James H. Crum and Wm. H. Christie of the Sacramento Freight Office are commended by A. E. Morrison, horticultural commissioner of Sacramento County.

Waiter Phil Robertson is commended by John B. Kaiser of Iowa City,, Iowa, for his courteous service.

"From the Great Eastern of England to the Central of Japan, I have rolled over the rails, but your 'Golden State Limited' commands the Crown," wrote A. T. Griffith of Peoria, Ill.

Prompt and courteous action of W. C. Sexton, ticket clerk at 3rd and Townsend, San Francisco, is commended by Rudolph Peterson, of Superior, Wis.

R. D. Smith, baggageman at Santa Barbara, is commended by A. S. Hall of Denver, Colo., for the courteous services rendered during a last-minute rush of checking baggage.

"Ray Jarman of your San Francisco office was thoughtful in his zealous efforts to be of greatest possible assistance," wrote E. S. Taylor of that city.

"His pleasing manner and willingness to cooperate have made our relations with the Southern Pacific most agreeable," wrote R. D. Cortelyou of San Francisco, regarding the services of Charles Jacobus, chief clerk at the Oakland Freight Station.

W. B. Oswell, brakeman of Los Angeles Division, is commended by S. E. Reed of New Orleans for his kind attention.

Agent W. C. Windle of Douglas, and Agent R. E. Belton of Bisbee are commended by the Calumet & Arizona Mining Co., for the excellent manner freight was handled at their stations during the year.

Postmaster Roy H. Smith of Tucumcari, N. M., wrote Trainmaster J. P. Nash expressing appreciation for the manner in which mails were handled at that point during the holiday rush.

### VETERANS OF SOUTHERN PACIFIC WHO DIED DURING SEPTEMBER

Lemuel S. Clark, engineer, Western Division, died September 7, at the age of 89 years 10 months. He was retired December 1, 1907, after 36 years 1 month's service.

Chas. F. Hasty, store room cooper, Freight Department, Coast Division, died September 2, at the age of 66 years 11 months. He was retired November 1, 1923, after 20 years 11 months' service.

Chas. R. Coney, agent and telegrapher, Shasta Division, died September 3, at the age of 56 years 8 months. He was retired September 1, 1924, after 30 years 11 months' service.

William Bowe, section foreman, Salt Lake Division, died September 17, at the age of 79 years. He was retired April 1, 1913, after 42 years 9 months' service.

Levi Bardo, conductor, Western Division, died September 23, at the age of 77 years 5 months. He was retired July 1, 1919, after 46 years 3 months' service.

John E. Myrick, pilot, P. & R. Steamers, died September 24, at the age of 84 years 10 months. He was retired December 1, 1908, after 37 years 5 months' service.

John L. Smith, section foreman, Western Division, died September 24, at the age of 64 years. He was retired June 1, 1926, after 30 years 4 months' service.

N. S. Dennis, hostler, Coast Division, died September 18, at the age of 70 years 1 month. He was retired November 1, 1926, after 27 years 1 month's service.

Philip Valadao, car inspector, Western Division, died September 29, at the age of 60 years 2 months. He was retired July 1, 1926, after 25 years 1 month's service.

Jacob Maier, lead machinist, Sacramento Division, died September 28, at the age of 63 years 1 month. He was retired June 1, 1924, after 29 years 10 months' service.

John Tenose, helper, Sacramento Shops, died August 29, at the age of 75 years 8 months. He was retired November 1, 1914, after 35 years 4 months' service.

Angelo Brostolin, helper, Sacramento Shops, died August 15, at the age of 75 years 5 months. He was retired December 1, 1918, after 24 years 5 months' service.

## Not in Line of Duty

These outstanding instances of effort and interest taken by employes outside their regular duties in maintaining efficient, safe and prompt services, have been selected from record bulletins compiled by superintendents.

Brakeman F. L. Boydsten, Dallas, Ore., took over work of sealing logs, during illness of log sealer, which relieved congestion of loads.

Conductor F. J. Gardenhire, Brakemen K. N. Tibbetts, F. L. Van Duser and D. E. McClure, Engineer W. Peterson and Fireman A. W. Lepschat, Brooklyn, assisted to handle cars, turning engine and preventing delay to passenger train in an emergency.

Conductor N. J. Swain, Brakemen J. A. Thompson, C. J. Ross and R. R. Reif, Engineers J. H. Wescott and R. A. McCalley, Fireman F. H. Van Riper, Engine Foreman R. A. Michaelis and Yardman C. K. Gill, Portland division, are commended for their efforts in making repairs to engines and other equipment, reducing delays to train service.

Trackwalker Jose Carrillo, Los Angeles, reported broken rail discovered in territory not his own.

B. & B. Foreman S. J. Stotts, San Joaquin division, reported broken rail.

Conductor J. C. Johnson, Salt Lake division, reported block signal which failed to go to proceed after passing, resulting in discovery of broken rail.

Baggage Agent E. Livingston and Delivery Clerk Edw. A. Barron, Los Angeles, are responsible for apprehension of party who had stolen trunk.

Engineer R. J. Johnson, Los Angeles, made repairs to his engine, avoiding delay to yard work.

Yardmaster R. M. Clark of Los Angeles, discovered and reported broken rail.

Conductor W. P. Dolan, Engineer Wm. Fisher and Fireman R. G. Skinner, El Paso, assisted to rebrass tank box while they were deadheading.

Conductor O. L. Snyder, El Paso, discovered and reported broken rail.

Engineer R. V. Rhoades and Brakemen R. I. Kline, A. Thomas and E. H. Wayda, Coast division, are commended for protecting company property from fire.

Conductor A. H. Ross, Los Angeles, assisted in an emergency, minimizing delay to service following derailment.

Car Inspector W. F. Ezelle, Gerber, promptly reported broken frog.

Section Foreman V. Manera, Dunsmuir, voluntarily attempted to correct signal failure and save delay to trains.

Agent C. A. Bole, Central Point, rendered valuable service at time of fire in warehouse adjacent company property.

Conductor W. Baughn, Engineer Selby, Fireman Schlothauer and Brakemen G. Staley, T. Staley and M. Walzer, Red Bluff, are commended for running past their eating point in order to facilitate movement of trains, avoiding delay to important trains.

Car Inspector S. H. Doyle, Oakland, Cal., reported broken rail.



Officers recently elected at the annual convention of the Association of Supervisors of Mechanics, Pacific Lines: Left to right—J. L. Bones, Los Angeles, second vice president; T. J. Gutsch, El Paso, first vice president; D. O. Herrick , Oakland, president; C. J. Galloway, Burlingame, secretary-treasurer.





# Here and There Along the Line

*By the* BULLETIN CORRESPONDENTS

## Tucson Division

October is the deer season for Arizona, and, as usual, everyone who can borrow a rifle goes out. There are a number of enginemen and trainmen on the Tucson-Rio Grande Division, located at Tucson, who have hunted together for years and who go out several days before the first and stay until they bag their game. Being experienced hunters, they always bring home the venison. "Happy" Houston, Carl Ball, Jim Pfersdorf and Ben Padgett, enginemen, went out for several days with good results.

W. H. Courtney, W. W. Schupp, R. A. Miller, Earl Barnes and M. J. Galloway, engineers, make an annual pilgrimage to the White Mountains, pitch camp and hunt until each has his buck. They always have a wonderful trip, going to a beautiful country where game is plentiful.

To some, this hunting is hard work, but to others it comes easy. Take Troy C. Carroll, brakeman, for instance. He walked up a hill, shot himself a buck, and walked right down again in about an hour. Then, while other hunters were walking their feet sore, he sat around reading.

Leroy Magers, trainmen's timekeeper, came back telling how he knocked one down, but he got away. This met with so much skepticism that he is not sure now that he even wounded it.

Conductor W. P. Dolan, Engineer Wm. Fisher and Fireman R. G. Skinner, El Paso, assisted to rebrass tank box while they were deadheading.

Conductor O. L. Snyder, El Paso, discovered and reported broken rail.

Engineer R. V. Rhoades and Brakemen R. I. Kline, A. Thomas and E. H. Wayda, Coast division, are commended for protecting company property from fire.

Conductor A. H. Ross, Los Angeles, assisted in an emergency, minimizing delay to service following derailment.

Car Inspector W. F. Ezelle, Gerber, promptly reported broken frog.

Section Foreman V. Manera, Dunsmuir, voluntarily attempted to correct signal failure and save delay to trains.

Agent C. A. Bole, Central Point, rendered valuable service at time of fire in warehouse adjacent company property.

Conductor W. Baughn, Engineer Selby, Fireman Schlothauer and Brakemen G. Staley, T. Staley and M. Walzer, Red Bluff, are commended for running past their eating point in order to facilitate movement of trains, avoiding delay to important trains.

Car Inspector S. H. Doyle, Oakland, Cal., reported broken rail.

To some, this hunting is hard work, but to others it comes easy. Take Troy C. Carroll, brakeman, for instance. He walked up a hill, shot himself a buck, and walked right down again in about an hour. Then, while other hunters were walking their feet sore, he sat around reading.

Leroy Magers, trainmen's timekeeper, came back telling how he knocked one down, but he got away. This met with so much skepticism that he is not sure now that he even wounded it.

Conductor W. P. Dolan, Engineer Wm. Fisher and Fireman R. G. Skinner, El Paso, assisted to rebrass tank box while they were deadheading.

Conductor O. L. Snyder, El Paso, discovered and reported broken rail.

Engineer R. V. Rhoades and Brakemen R. I. Kline, A. Thomas and E. H. Wayda, Coast division, are commended for protecting company property from fire.

Conductor A. H. Ross, Los Angeles, assisted in an emergency, minimizing delay to service following derailment.

Car Inspector W. F. Ezelle, Gerber, promptly reported broken frog.

Section Foreman V. Manera, Dunsmuir, voluntarily attempted to correct signal failure and save delay to trains.

Agent C. A. Bole, Central Point, rendered valuable service at time of fire in warehouse adjacent company property.

Conductor W. Baughn, Engineer Selby, Fireman Schlothauer and Brakemen G. Staley, T. Staley and M. Walzer, Red Bluff, are commended for running past their eating point in order to facilitate movement of trains, avoiding delay to important trains.

Car Inspector S. H. Doyle, Oakland, Cal., reported broken rail.

## Bulletin Correspondents

| | |
|---|---|
| Ogden Station | Miss C. Adams |
| | D. V. Harbertson |
| Gen. Offices, S. F. | N. Passur, Rm. 942 |

### DIVISIONS

| | |
|---|---|
| Salt Lake | G. L. Snively, Ogden |
| | A. W. Haight, Sparks |
| Sacramento | J. Lathrop-W. Boyd |
| | Miss M. J. White, Frt. Sta. |
| Stockton | Local Correspondents |
| Portland | L. W. Johnston |
| Shasta | F. Brown |
| East Bay Elec. | H. W. Larsen |
| Western | R. Rooney |
| San Joaquin | E. G. Roche |
| Los Angeles | Miss D. Ouida Wolfe |
| Tucson | Leroy Magers |
| Rio Grande-New Mexico, El Paso Offices | R. J. Manguno Sup't Office |

### DISTRICT AUDITORS

| | |
|---|---|
| Los Angeles | G. D. Frey |
| Portland | N. J. Normile |
| San Francisco | J. Pine–H. J. Turner |

### SHOPS

| | |
|---|---|
| Los Angeles | Bert Ream |
| Sacramento | Mark W. Cram |

### News From Phoenix, Arizona, "Where Summer Winters"

Chief Operator Helen Morrell, who has been working in the General Office at San Francisco for the past several months, has returned to Phoenix and resumed her former position here. Needless to say, everyone was glad to see Helen back on the job. Mrs. O'Merrill, who was chief operator during Helen's absence, is working second trick. We all now contend that Phoenix has one of the most efficient and congenial switchboard forces on the entire system.

Summer also arrived from the North with Helen and has taken up its usual winter quarters at Phoenix, so we now, and will for the next nine or ten months, boast the finest climate in the world.

The original "Desert Rat," Head Yard Clerk John R. Hawthorn, has returned from his vacation and reports an unusually "large" time. What that word signifies in John's vocabulary is somewhat indefinite. But, nevertheless, reports coming back from San Diego and Tia Juana would indicate that John ran afoul of the law while visiting these two places, and, unless they change sheriffs before he takes his next vacation, he will have to change his summer residence. The only information that John will impart concerning the rumor is that he now is convinced that he belongs out in the open spaces.

Claim Clerk John Parven was the winner of the recent golf tournament held by the Southern Pacific employes at this point. The prize was a beautiful sterling iron. John defeated Assistant Cashier Rudy Ruderman quite decisively in the final match. An interesting incident which occurred in connection with the match was the finding of a little box in Agent W. C. Heim's golf bag by Mrs. Heim. Said little box bore the name of "Agnes." W. C. H. has been trying to convince her that this was an empty snuff box that he was using to keep his tees in for the protection of his driver. However, he contends at the office that he was jobbed. But so far he hasn't convinced Mrs. Heim or the bunch at the office that he has told all he knows about this little box.

## Los Angeles Shops

Joseph Blackstock, employed as blacksmith for several years, died at the San Francisco Hospital on September 28. Death was due to stomach trouble for which he was sent to the hospital on September 26. Funeral services were held in this city. He is survived by his widow and four children.

Roundhouse Foreman T. M. "Pete" Latsch celebrated his (?) birthday October 1, and did his stuff by hitting the ball. He layed off the next day, though.

General Roundhouse Foreman M. J. Lee departed on a thirty-day vacation trip to his old home in Virginia the last of September. Yes, the Mrs. accompanied him. It is always advisable in cases like this.

Fireman E. F. Knorr set his ship sailing on the good old sea of matrimony during the month of September, when he departed for St. Louis on a sixty-day leave of absence. He will be married in that city and return to California sometime during the latter part of October.

George Newton, advanced helper at the assembly shed, also did his stuff during the month of September and took unto himself a bride. So, in the future, girls of the store department are to lay off him.

Believe It or Not—

Oscar McConaughy, dely. foreman, eats approximately 5½ pounds of onions every day.

Ray Hammond detests candy.

Jim Higgins likes strawberry waffles.

Farther says he likes oysters.

Chas. Merlo broke a hundred.

Bill Franey can't dance collegiate.

John Bolstein is a Swede.

Hogan don't like Copenhagen.

The four Hoarsmen did not have bad colds.

L. A. Whittaker does not like ice cream.

Al Stocker, not an Dempsey.

Mrs. Carl Fraser can dig clams.

Charlie Thorne knows all about radio.

Levi Franklin is a crap-shooter.

Dick Fryer is a sheik.

Louie Glasgow looks like W. J. Bryan.

Tom Keogh swore off smoking.

Tom Berger overlooked a perfect specimen.

Bill June's Ford is still percolating.

### MOTIVE POWER LEADS GEN. OFFICE VOLLEY BALL TEAMS

Six teams are now finishing in the second round of the Southern Pacific Club's volley ball tournament at General Office. They are the Motive Power team, Valuation, Freight Accounts No. 1, General Freight, Miscellaneous Accounts and Auditing Disbursements No. 1 teams. The Disbursements No. 2 team and the Car Record, Freight Claim, and Freight Accounts No. 2 teams were dropped because of low percentage at the end of the first round on October 19.

Of the remaining teams, the Motive Power squad, consisting of Passur, Carter, Mrowca, Coll, Egan, Luckhardt, Monaghan and Aitkin, have the best percentage, having finished, up to October 18, with a record of fifteen games won and none lost. The General Freight and Valuation teams are runners-up.

The tournament will probably wind up the beginning of this month, according to L. W. Wrixon, who is in charge of the sport.

Micky was an apprentice in a shipyard, and the first morning the foreman put a two-foot rule into his hand and told him to go and measure a large steel plate. He returned in twenty minutes. "Well, Micky," said the foreman, "what is the size of the plate?" A satisfied grin stole over Micky's face. "It's just the length of this rule," he replied, "and two thumba over, with this brick, and the breadth of my hand, and my arm from here to there, bar the finger!"—Ex.

## San Joaquin Division

Many changes have taken place in the superintendent's office since last going to press:

Jack Kelliher, who has been responsible for reporting all the accidents on the San Joaquin Division for the past year, has taken over the duties of 5501 and fuel clerk. R. A. Maurer, former assistant timekeeper, is now holding the accidents down as much as he can.

E. G. Roche, former 5501 and fuel clerk, relieved Harry J. Parker, the blonde tenor, as station clerk.

Fred Cooper, of Long Beach fame, is now on the insurance clerk's job relieving "Tight" Carlson. The only recommendation Cooper had to offer, or rather excuse, was the fact that he has been able to help Orrie Jackson, trainman's timekeeper, and get away with it.

A. W. Neville (we overlooked the fact before) is now head clerk, Maintenance of Way Department, relieving Lee Lash, who has left the "Land of Sunshine."

C. Bulfong is now trying to help Jackson as assistant trainman's timekeeper, and he certainly has the best wishes of all of us.

Apparently our young lady friends took silent exception to our noticing the epidemic of yellow dresses—they all wear black now with the exception of Mrs. Vader, who is sporting something in the way of a green necktie, although Saint Patrick's day is a long ways off.

Assistant Division Engineer E. T. Langdale has returned from "Merry Old England" and reports the fog as dense as ever. Nevertheless, the country has not produced a "Mr. Volstead"—I don't know whether I should pity them or envy them.

The height of something or other—Accident Clerk Bob Maurer trying to make a capital "S" on a typewriter.

We are informed by reliable parties that Insurance Clerk Fred Cooper is now spending his off hours as a taxidermist — whatever that is.

"Phat" Turner, better known as "Robust," still thinks Pittsburg can beat the Yanks. Turner blames the four defeats on the fact that perseverance on the part of the Pirates was lacking. Dave Kuehn has been appointed a committee of one to inform "Phat" that Tunney won the "Second Battle of the Aged."

Among the recent additions to the superintendent's office force is Mr. Dill, erstwhile Maintenance of Way extra gang timekeeper. While Dill is a likable chap, it is rather difficult to fathom his outlook on life, as only the other day the boy informed me he had an excellent time on the week-end, which, of course, was very pleasing news but not interesting to the general public, but, when he goes on to say that he accompanied his own wife to a picnic, that's just about enough for me. In fact, I didn't think it was being done, "Doucha know." At any rate, the San Joaquin Division can boast of another record.

Chief Clerk Finkbohner missed his calling in life by a mile, as immigration work falls to him noticeably. For several months the Irish had a slight edge on the other immigrants, Geo. Carlson and Harold Johnson being the only Swedes among us,—that was until W. Olson migrated from Minneapolis in one of those things that made Detroit famous, and incidentally Henry rich. His arrival brought the Swedish quota up to par, and I understand from the boss all future immigrants will be "detoured." Mr. Olson is not the boy who asked, "Why is everything in the good book about St. Paul and nothing about Minneapolis?"

Talking about canned goods, with which most newly-married folks are acquainted, and disgusted, Libby McNeill & Libby made the canned pineapple famous, the California Packing Corp. built an edifice to canned peaches, Heinz knows his "Varieties," Edison put conversation in cans when he introduced the phonograph, but Walter Olsen gets credit for introducing "canned shorthand," in Bakersfield. It is not uncommon to hear the chief clerk say, "Walter, get your can and write me a letter."

## Marriages

Gerald Blackburn, engine dispatcher at Ogden, and Miss Ruth Nelson, at Ogden, October 4.

Herbert M. Smith, timekeeper and insurance clerk, El Paso General Shops, to Miss Maurin C. Van Dyke, at El Paso, October 5.

Miss Catherine Reilley, auditor freight accounts office, San Francisco, to Merritt Benjamin, on October 18.

Henry "Hank" Osterloh, popular passenger director at Oakland Pier, is back to work following an extended honeymoon trip.

E. O. Randle, yard clerk, Eugene Yard, has joined the ranks of the Benedicts.

Francis L. McGeorge, clerk in Chart Room and Information Bureau, Passenger Department, Portland, was married September 15th to Miss Louisa C. Smith.

Carl C. Barlin, fireman Western Division, was married October 15. Carl was given a rousing send-off by his many friends recently in the form of a farewell stag party.

Maxine E. Balaba, stenographer, and Wm. Van Breemen, Jr., assistant engineer, both of Dunsmuir, married at Ashland September 22.

A. C. Davis, secretary to general freight agent at Los Angeles, to Miss Sallie Maddox, at El Paso, September 6.

Miss Ethyl L. Barker, comptometer operator, amd Wm. E. Milner, machinist, both of Dunsmuir, at Medford, October 17.

P. G. Vickers, agent, Woodburn, was granted a leave of absence, and it developed he had taken unto himself a wife.

Miss Kuneise Ratoni, formerly comptometer operator at Sacramento Shops, and Triphon Radovich, clerk in the boiler shop, were married at Sacramento, October 9.

C. S. Caine and Joseph Burkhow, of the Freight Traffic Dept. at San Francisco, have forsaken the ranks of the sizzling sheiks and joined the army of yes-men.

R. Russell Fritz, passenger traffic office, San Francisco, to Miss Theresa Contrial, at Grace Cathedral, October 1.

Ray Dowdell, of the Superintendent's Office at Ogden, took the "fatal step" October 17.

Fireman E. F. Knerr, Los Angeles, and George Newton, Los Angeles shops, were married during the month.

James A. Smith, of Gerber, to Miss Freida Marie Scharf, at Los Molinos, September 11.




Help for our Greatest Mother is being asked by The American National Red Cross when on Armistice Day through Thanksgiving—November 11th to 24th—this organization will hold its Eleventh Annual Membership Roll Call. Think it over. Supposing your community should be visited by tornado, hurricane-flood or fire. Then what! Why, our Greatest Mother will be there with all equipment necessary to save and preserve life and property and follow up to the last degree of rehabilitation. Let us all support Mother in this work by joining her family.

## Births

To Mr. and Mrs. Clarence Herwig a 7-pound son at Oakland, October 19.Herwig is an I. C. C. clerk at Oakland Pier.

Charlie Richards, engine dispatcher at Ogden, reports the arrival of a daughter.

E. Epling, foreman of the Reclamation Shops at Sacramento, is the proud daddy of a baby daughter, born September 26.

R. D. Smith, timekeeper in the Stockton Freight Agent's Office, is broadcasting the customary "big smile." Reason—a 10-pound boy.

## District Auditor San Francisco Annex "C"

A very heated argument ensued a while back between "Handsome" Harry Gomez and Maurice John Lynch. Before it could be settled, all the gang that gathers in a friendly group at noontime were taking sides with either Gomez or Lynch. It looked like for a while the party who had the most men for his point of argument would win. Some of the boys should have been orators. The argument was about the difference in time between Australia and San Francisco, and, instead of going to a library and settling the debate, they argued for at least a week on the subject, finally ending up the same as they started. "Pop" Underhill, old time sailor, gave the boys some good information, but was not sure whether or not it was right.

Now that the World Series is over, some of the boys are eating more for dinner and some are eating much less. "Scotty" Linklater was the hero of the series in the transportation bureau and George Stabler was the shining light in the store bureau. Well, maybe the boys who did not do so well on the series will do better now that football season is in full swing.

There has been quite a few changes in the office recently account of marriages, resignations, etc. Two new comptometer operators: Miss Harband and Miss Grant. Miss Pearl Williams was promoted to assistant head clerk, filling the vacancy left by Miss Lessard. We also have something else to tell about Pearl, that being in connection with the beautiful diamond ring on her left hand. Looks like she is surely following in the footsteps of Miss Lessard. The store bureau also has two new employes, Melvin Olson and R. Arthur Polkinghorn, both temporary. Mr. Olson has been doing depreciation work and Mr. Polkinghorn has been filling the vacancy caused by Margaret M. Calus being on a sixty-day leave of absence account serious illness of her mother in Arlington, Oregon.

Another recent addition is a new messenger and junior clerk, Ulysses Vaughn Stewart, who towers six feet three inches tall. The boys are rather timid when asking the Herculean messenger to do errands for them.

We recently had an extra force to work on a special statement under C. C. Linthurst and now we have an extra force to work on annual inventory under A. W. Mattos. Some of the boys are also working nights on the inventory.

"Pop" Underhill recently purchased an automobile, at least that is what they are called when they are new. "Pop" says he expects to motor to Hollywood soon in his "Essex," but we have our doubts as to whether he will make even San Jose. Use "Ethyl," "Pop"; you will need it.

"Pop" recently went out on inventory and came back with a story about his losing a tooth in a Chop House while working on the district where he was taking inventory. You are surely getting old, "Pop."

We cannot let this issue go through without saying something about our Scotch friend Dick Lawton. They say Dick moved into town near the Tribune clock so, when he comes home in the evening, he can stop his watch and save the wear on it.







## Leaders in Fuel Saving

The following engineers and firemen were awarded proficiency certificates for having attained the highest honors in fuel conservation during August, 1927:

**WESTERN DIVISION**

| Engineers | Firemen |
|---|---|
| C. H. McCutcheon | A. A. Rossi |
| G. Purdy | R. A. Short |
| T. H. Ziegenfuss | G. A. Rixon |
| E. C. Wright | A. L. Ford |
| J. R. Falvey | C. Christy |
| G. E. Megraw | E. S. Flaherty |
| R. H. Ede | R. C. Kellner |
| W. E. Field | W. R. Brown |
| C. E. Bulger | R. J. Haven |
| F. A. Lemery | W. K. Jenson |

**SACRAMENTO DIVISION**

R. C. Blohm — O. H. Aho
L. W. Harmon — J. B. Banks
W. E. Clark — R. M. Sheehan
R. Thorburn — G. V. Allen
W. G. Baker — G. F. Rowe
W. H. Benson — M. D. Taylor
M. Hurley — W. D. Abraham
W. N. McGinnis — O. R. Herr
W. J. McKnight — K. G. McKinney
G. F. Gray — G. Martin

**SALT LAKE DIVISION**

E. J. Glantz — L. Shepley
O. O. Johns — F. H. Bonham
C. B. Rothery — E. L. Gary
J. C. LeBroke — L. P. Kearney
C. C. Walker — J. E. Stevens
E. F. Hecox — L. A. Benson
H. J. Grubnau — J. M. Herstine
O. G. Purdy — C. H. Barkley
C. J. Wolfe — J. C. Preston
J. F. Williams — A. A. Schindler
B. S. Sipcello — P. E. Bohon
J. C. Rush — H. L. Murphy
G. L. Ware — C. T. Barnett
J. Westemeir — J. S. Sabin
E. J. P. Rowse — L. C. Shurtliff
T. Sowerby — V. L. Starr
R. A. Walker — F. J. Blumenstein
E. C. Baum — J. P. Colyar
W. B. Spillman — R. J. Anderson
E. A. Highfield — P. E. Nelson

**SHASTA DIVISION**

J. G. Fidler — C. K. Brown
F. E. Wescott — E. V. Carter
U. S. Davis — C. T. Vallier
T. R. Skillington — E. H. Huse
E. M. Holmes — G. W. Cornell
W. J. Van Horn — J. R. Hall
P. A. Bryan — T. L. Brown
C. E. Shippey — G. E. Wendell
J. S. Hanna — E. E. Hall
C. B. Patrick — C. E. Smith

**PORTLAND DIVISION**

B. B. Bridges — H. D. Benham
W. G. Burt — E. E. Collom
E. Butler — O. A. Copeland
G. Edlund — D. L. Downing
S. M. Garrison — F. L. Eddings
F. M. Huitt — H. B. Hancock
C. A. Kern — W. H. McGregor
W. H. Mooney — V. A. Parker
H. L. Simpson — R. Sahli
E. J. Wilkinson — L. E. Sanford

**STOCKTON DIVISION**

S. E. Hickson — H. Schmidt
H. E. Schroeder — A. Lagomarsino
F. M. Davis — A. L. Fitzman
R. L. Garrison — H. W. Rosser
C. E. Grass — D. Walsh
J. J. O'Leary — A. W. Schlittler
A. F. Silbey — J. V. Silva
J. T. Sullivan — R. A. Maine
G. W. Marsh — W. K. Jensen
E. R. Saulpaugh — J. J. Leavey

**COAST DIVISION**

E. Muenter — H. R. Johnson
A. W. Naturdy — R. Leeper
C. R. Snyder — F. J. McCabe
M. H. Culp — R. Pike
T. Treacy — C. E. Vallandighan
R. Johnson — E. Walter
T. M. Cantwell — A. G. Bryan
W. E. Smith — C. A. Maddux
W. Hoogendyk — C. Oster
W. Jones — R. E. Fitzgerald

**SAN JOAQUIN DIVISION**

W. S. Dodenhoff — E. P. Strunk
T. O. F. Smith — W. W. Cochran
K. Mealy — F. J. White
W. Lewis — E. B. Bloomfield
I. D. Iler — M. J. Stinson
A. W. Mason — L. N. Jones
C. B. Diamond — R. L. Angell
C. W. Ballinger — J. M. Jarrett
T. J. Moran — C. J. Tomaier
E. Ellsworth — W. S. Winters

**LOS ANGELES DIVISION**

C. W. Enz — D. W. Pillsbury
S. Wood — E. G. Kistler
C. W. Treadway — M. J. Garcia
L. K. Sweet — C. L. Reinhardt
O. H. Vordieck — C. O. Day
E. E. Carson — J. A. Brashear
F. P. Codington — J. G. Mowers
R. A. Gardner — F. B. Noonan
C. Fields — F. L. Brown
J. Horgan — J. E. Harkins

**TUCSON DIVISION**

J. H. Menzies — G. G. Orrison
J. L. Flood — H. L. Vanlier
M. D. Gandy — J. W. Beals
A. L. Vogel — J. J. Linihan
A. J. Simmons — H. Ruddleston
H. Huddleston — T. E. Gillsland
O. R. Donnell — C. R. Buffington
T. W. Falvey — M. H. Rawson
E. A. Dains — J. H. Tyler
M. F. Ingham — F. Franklin

**RIO GRANDE DIVISION**

H. O. Sarrells — B. Curtis
S. F. Bagley — D. C. Archey
C. A. Tilton — M. E. Moore
G. H. Beaty — G. H. Staymates
F. J. Chapman — D. B. Salsbury
T. M. Kline — C. A. Ross
W. I. Contraman — J. Sleeter
J. W. Walker — J. A. Mullins
E. L. Young — R. E. Willey
R. B. Armstrong — C. J. Branch

**NEW MEXICO DIVISION**

W. W. Wenner — K. W. Linker
J. E. Tompkins — R. W. De Witt
L. B. Crawford — I. A. Greer
C. Hines — J. L. Lee
W. A. Alexander — R. Melville
N. S. Bell — E. F. Prewitt
R. Gibson — H. Keith
T. Grady — W. G. Bohling
C. V. Robison — L. Forbes
S. A. Barnes — D. Kelly

### THE ROMANCE OF TWO LOCOMOTIVES COUPLED FOR HEAVY PULL

*By* MILDRED PATERSON

Engines 2665 and 4300 were about to be joined together for life. Speaking of them by numbers, one would think they were jailbirds, but in reality they are locomotives.

When engine 2665 first started on his journey through life he had rather an easy run and soon found he wasn't progressing fast enough, so thought he would try a little harder pull. After several unsuccessful attempts, he found he could not make the grade alone, so decided to take unto himself a helper. He had always heard that two heads were better than one, so, after a short courtship with engine 4300, they decided to take the final step.

The wedding day dawned bright and happy for the two locos. They blossomed forth in all their finery.

The bride was one of those shy mountain types not used to the ways of the city locos, but, believe me, she was the one that had the pull.

She was all arrayed in a petticoat pipe, over which was an apron just reaching to her Guide Yoke Knees. It had a long train made of coaches. She wore black Hose and Brake Shoes.

Her veil was smoke color held by a Draw Bar and Pin.

The Bridegroom was rather an attractive Rooster. He had a frame of steel on which set an Auxiliary Dome. He had flexible steam joints and a steam chest, and as for Headlights, you could see him a mile away.

One of his main accomplishments (which, no doubt, is what attracted this fair mountain maid, as she was sure she would always have him for herself) was his ability to whistle. She knew it would keep everybody off his Track.

It was now time for the wedding. The Cab had been all decked in Awnings and Curtains for the occasion.

The Tenders took their places ready to stand up with the two locos, and the Coupler had arrived to do the Coupling. The ringbearer handed over the Mud Ring, and so they were coupled together.

After the ceremony, the happy locos started on their journey through life, and, as I understand, although always on an uphill climb, nevertheless they both pulled together and so they always got there.



Members of the Class C basketball team at the General Office, which is making good headway toward the title in their division of the San Francisco Industrial Association's tournament. Back row, left to right—E. E. Escalle, manager; H. Nelson, W. Deane, W. Gibbs, L. Anderson, W. Johnson, J. Higgins. Front row—D. Taylor, C. Brandt, D. Jacoby, O. Holmberg, A. Bandhero and T. Manning, manager. C. Stewart was absent.

### SAN FRANCISCO CLUB'S AUTUMN DANCE WAS BIG SUCCESS

What was declared to be one of the most successful social affairs ever given by the Southern Pacific Club, was held on the evening of October 21, when more than four hundred people attended the club's annual autumn dance at the Native Sons' Auditorium, San Francisco.

During the evening, trophies were awarded to the winning girls' and boys' team of the recent General Office indoor baseball tournaments recently concluded. C. R. Friend and F. D. Sanborn presented the awards.

Ray Towle's radio dance orchestra furnished music throughout three hours of dancing and entertainment.

Excellent work was done by the entertainment committee, which was headed by Mrs. P. A. Butler, and consisted of Helen Bartholomew, Evelyn Carson, Marie Engler, Marion Johnson, Dorothy Marohn, Helen Marx, E. V. Boyce, F. T. Gamberutti, S. J. Greenblat, H. B. Langheldt, W. H. Starling and Phil Young.

Teacher—"Who can give me a sentence using the word 'avaunt'?"

Little Abie—"Avaunt what avaunt when avaunt it." —Trumbull Cheer.

## Shasta Division

"Buzzie" Meeker, stationmen's timekeeper, returned from a four-weeks' vacation spent in the East at New York City, Niagara Falls, Detroit, Windsor, Canada, Chicago, and other eastern cities. He spent two weeks at the home of his parents at Newburgh, near New York City. "Buzzie" has apparently been benefited by the much-needed rest, as he seems full of three "W's": Wim, Wigor, and Witality. He was relieved by L. H. Platt.

A change is being noticed in the facial appearance of several male members of the superintendent's office force. The change, while very gradual, is certain, and at first we attributed the hirsute adornment of the upper lip to cold sores, which would necessitate laying the Gillette on the shelf for a while. But no, we were mistaken. It now appears that there is a whisker contest on between boys and thus far Don Chambers seems to have the winning stride. If we are any judges of manly beauty, the resulting growths have not added one jot to their fatal beauty. So far the epidemic has confined itself to the superintendent's office. Oh! if they would only quit pulling on them!

During the past two months 2027 carloads of pears from the Rogue River territory were moved by the Shasta Division over the Siskiyou Line, with the prospect of 400 cars additional to be handled before the season closes. This is a gratifying increase of 576 cars more than was handled in 1926.

Henry T. Heggland, instrument man, and D. L. Fountain, rodman, resigned from the service and have accepted positions with the California Highway Commission. T. B. Mullen, trainmen's timekeeper, resigned his position to enter the insurance field in San Francisco. The position has been assigned to D. A. Gemmell. R. E. McGrath has resigned his position as M. of W. timekeeper and has accepted a position in the offices of the General Steamship Company in San Francisco. The position has been assigned to D. M. Chambers.



Shasta Division's representation en route to the American Legion Convention, Paris. Photo taken on board the S. S. De Grasse, September 19. Right to left—Division Engineer J. A. Given, who is Past Commander of the Legion Post at Dunsmuir; Mrs. Given; D. Parker, engineer inspector; N. E. Beaughan ass't tease and right of way agent; and Mrs. Beaughan.

Agent Hendrichsen reports the following Dizzy Doings on the Desk of Maud Willingham on Return to Duty After Two-weeks' Leave of Absence: The pencil has made quite a number of pointed remarks about the sponge being soaked all day and the wastebasket being full. The scissors are cutting up and the paperweight is trying to hold them down, while the paste is sticking around to see the stamps get a good licking. The ink's well, but appears to be blue, while bill is strewn on the file, and the calendar is looking fresh after having two weeks off. The blotter is lying around taking it all in.

Chief Clerk W. L. Minor, of the superintendent's office, and S. L. Clayton, conductor, accompanied by friends, had a very successful hunting trip spent in the lava beds of Modoc County. There were five members of the party and each hunter was successful in bringing down a fine mule-tail deer. The party followed an old Indian trail which led into rough lava country. Here the deer were found in great number.

Miss Ethyl L. Barker, comptometer operator in the superintendent's office, gave a pleasant surprise to her many friends with the announcement of her marriage on October 17 to Wm. Ellsworth Milner, machinist in the air brake department. The young couple stole quietly away to Medford, where Rev. E. P. Lawrence of the Presbyterian Church tied the knot. Mr. Milner is the son of T. Milner, veteran locomotive engineer, his appreciableship being served in the Sacramento Shops. They are spending their honeymoon in Portland, Seattle and British Columbia.

We were greatly surprised to hear of the marriage of Wm. Van Breemen Jr. and Maxine F. Dalaba, which took place in Ashland, Oregon, on September 22, the ceremony being performed by Rev. Myron S. Woodworth of the Baptist Church. The young couple eloped quietly away intending to keep their marriage a secret and returned to their duties the next day as if nothing had happened. The secret, however, was soon out and congratulations were showered upon them. The ladies of the superintendent's office gave Mrs. Van Breemen a surprise kitchen shower, at which time many useful articles were given to the bride. The office force presented them with a floor lamp, the dispatcher's office a set of dinnerware and pictures, and an electric grill was given them by the drafting room. Mr. Van Breemen is an assistant engineer in the M. of W. Department. Mrs. Van Breeman is stenographer to the chief dispatcher.

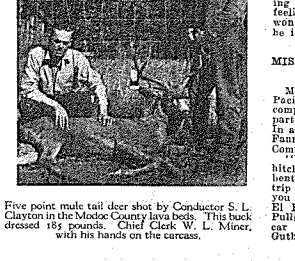


Mr. and Mrs. Wm. Van Breemen

Miss Ethyl Barker, of the calculating bureau, was given a linen shower the evening of October 14 by the ladies of the superintendent's office, Mrs. Glenn Jarboe being hostess. Progressive hearts was played, Miss Jean Bell winning first prize, Mrs. Ellen Kafer, booby. A delightful supper was enjoyed, after which packages were mysteriously fished out of a large, black kettle, and delivered by a little black cat, Hallowe'en decorations making the dining room very charming. Many lovely gifts were received by Miss Barker, who says, "It won't be long now." Those present were: Misses Ethyl Barker, Jean Bell, Estelle Bernhardt, Inga Andersen, Violette Mooney, Olga Graham, Ruth Stoekel; Mesdames Lillian Goode, Ellen Kafer, Maxine Van Breemen, Olive Carter, Winnie Spencer, Charlotte Seng, Kate Berry, T. M. Milner, Hazel Reynolds, and Glenn Jarboe.

J. P. Weeks, office engineer, has returned from a deer-hunt spent in the Sierras west of Red Bluff, bringing back the coveted buck.

Eddie Van Wormer and Johnnie Martin of the drafting room force went for a duck-shoot over in Oregon, Tule Lake being their destination. While they reported seeing ducks in plenty, they were not able to bring any down, due, no doubt, to lack of ammunition, as both men are considered fine marksmen.



Five point mule tail deer shot by Conductor S. L. Clayton in the Modoc County lava beds. This buck dressed 185 pounds. Chief Clerk W. L. Miner, with his hands on the carcass.

## East Bay Electric Division

Now that the American Legion boys have returned safely from France, Conductor O'Neil is propositioning Engineer Dan Chorpening to make a trip with some other congenial souls to see the wonders of Paris, etc. Dan has been there before and Billy has done more traveling than any other conductor in the world, so they ought to be satisfied with Mexico or say Canada in 1929.

A. J. Albert, car repairer, has received credit for extinguishing a hot box while off duty.

Apprentices from W. Alameda Shops had the pleasure of visiting the Marden Lamp works in Oakland recently through the courtesy of the General Electric Co. Some of the essays submitted by the boys telling the why and how of lamp-making were really enlightening. Apparently they have girls working in the lamps works, as some of the compositions showed a lack of detail which might be attributed to feminine interests.

Several changes have been made in the Stores Department due to busy Harry Kelker going into the tall timbers for the winter. Chaves has been promoted to Kelker's spurs and Batcabe sent out to battle the Hiemen at 2nd and Webster.

Red Hanan, apprentice machinician, recently ripped his overalls and astonished his fellows with producing a needle and thread and certain dexterity in making needful repairs. It's a good thing the wife never knew about the dexterity, as Red would probably get a lot of "home work" to do.

It has been reported that a certain Nash owner is now making applications for advertising space thereon.

Quite a bit of small money changed hands due to the fight and the world's series. Also several bets were made which were paid off to the amusement of the spectators. All in all, the losers on the fight seemed to be the winners of the baseball money, so things are pretty well evened out. Dick Arlett claims he made enough to buy a car—and it is supposed he'll need it all to himself at that.

Manuel B. Moniz and E. J. Boucher, apprentices, completed their courses and now are full-fledged journeymen.

Lafayette Hanson, electrician, and our star aviator, will soon have an opportunity to show the boys his stuff when the two airports adjacent to the Shops are completed. Of course, Earl Davis, hailer and manager to Harness, will have to be present to chronicle his flights. We have a life history of Harness and as soon as it gets into shape it will be submitted for comparison with the record of Lindbergh.

We understand that Red O. Pope, night inspector, is contemplating going into the steamer business. He is getting good at handing out orders to ferry boat crews. All that will end when that girl gets him to say, "I do" to those necessary things.

A. B. Call, inspector, Jim Bowers, stationary engineer of the Peasman Wells have gone duck or deer-hunting. They came back empty-handed, so we don't believe their various stories.

Mrs. T. C. Smidt, stenographer, just returned from an extensive tour of the Southwest and now she believes there is quite a lot of undeveloped land left in that part of the country. Now to buy that house and lot in Alameda and hole in for the winter.

Wm. T. Hutton, one of the air pump gangs, got up too close to the intake of a compressor recently. He recommends that anyone looking for a thrill try it also. Sure is a funny feeling. Geo. Sikora of the heavy gang won't try it until he runs out of that licorice he is always chewing.

### MISSISSIPPI ROOSTERS BOOST SERVICE OVER SOUTHERN PACIFIC

Many nice things were said about Southern Pacific service by the "boosters" who accompanied the "Know Mississippi Better" party on the recent trip over Pacific Lines. In a letter to President Wm. Sproule, Thomas Paundleroy, managing editor of the Memphis Commercial Appeal, had the following to say:

"From El Paso to Ogden, there was not a hitch. Every Southern Pacific man seemed bent on doing his level best to make our trip pleasant. I particularly want to thank you for having with us H. D. McGregor of El Paso. Also want to compliment Walton Pulliam and P. C. Clausen, traveling dining car inspectors, and Dining Car Stewards Guthrie, Burton and Losee."







## Stockton Division

O. H. Olsen, former clerk in Stockton freight office, made us a visit recently. He is now freight rate expert in General Freight Offices, Los Angeles. He was accompanied by his wife and baby daughter, Virginia May, who is the boss of the household.

Walter Cady has returned from Lodi, where he bid in a temporary position as sealer during the grape season.

Chief Clerk Schalk, Stockton freight office, was called to the bedside of his father, who passed away five minutes after his arrival. We all extend our deepest sympathy.

George Faraudo, Stockton freight house force, is convalescing in the General Hospital, San Francisco, from injuries suffered on July 3.

Chief Ticket Clerk Beanland has been away on a vacation at home painting his house.

Business is good at Modesto this year. Carloads forwarded showed a gain of 100 per cent last month over same month a year ago.

A. E. Fleming, trucker, Modesto, has been off several days account of sickness, but is now able to be back to work.

Third Telegrapher A. H. Price of Lodi has returned from a vacation spent in the nearby cities. Relieved by Mr. Hopkins and Mr. Keesling.

Ticket Clerk D. E. Egbert of Lodi made a trip through the eastern states, attending the ticket agents' convention and getting a line on all the places of interest, and expert information on all our good railroad connections and other details, so he will be able to increase the ticket sales at Lodi a few hundred per cent. His wife accompanied him. He was relieved by Ed Khays from San Francisco.

Dispatcher R. B. Norcross has returned to work after a sick-leave of five weeks.

Dispatcher H. N. Barker is off on sick-leave, but is expected back within a few days. and Dispatcher C. L. Eldred is back on the job.



Members of the District Traffic Office at Pasadena who have just recently moved into their new quarters. Left to right—M. S. Stewart cashier and ticket clerk; J. S. Johnson, city ticket agent; Herbert C. Emery passenger agent; Geo. W. Wetherby, district passenger agent; Miss Neva McCluskey, telephone operator and clerk; Robert S. Fisher, district freight agent; Arthur P. Nelson, secretary to district freight and passenger agents; J. A. Clancy and R. G. Terrell, ticket clerks.

## Rio Grande and New Mexico Divisions, El Paso Offices

Mrs. C. M. Murphy, wife of superintendent, New Mexico Division, was appointed as one of the delegates of the Daughters of the American Revolution Chapter of El Paso to the annual convention in Fort Worth, Texas.

Mr. and Mrs. C. E. Dunn, first assistant chief clerk, and John P. Dunn, assistant trainmen's timekeeper, are entertaining their father, E. E. Dunn; sister, Anna; and brother, Edwin, all of Susquehanna, Penn. Mr. Dunn seems to be getting quite a bit of wild game, or so John tells us.

Following vacations were enjoyed during September and Baty P. Turner, senior trainmen's timekeeper, and Mrs. Cramer spent theirs in San Francisco and in Tucson, Ariz., both old haunts of Baty's; Iva Wheeler, stenographer, in Houston, Los Angeles and San Francisco (Iva went to Houston—to error see a "Certain Party" we are told); Mr. Fortunana "Big Dad" Magruder, two-weeks' vacation in Gypsum City, Kansas, on a Hog Farm?!!!; E. L. Christian, TF&PA, El Paso, in San Diego and "San Wop," as we sometimes hear it called; Emmet Bourne, and wife, have recently returned from a vacation. Mr. Kay's itinerary included Galesburg, Ill.; Quincy, Ill.; Minneapolis; Noyes; Emerson, Canada; Vancouver, Canada; Seattle, Wash.; and Portland, Oregon.

A large and enthusiastic meeting was held in San Joaquin Lodge October 17, when Gilbert L. Jones of the local legal department received the Third Degree, which was conferred by the following railroad employes of Stockton: J. A. Tandrow, P. M., acting as Worshipful Master; P. L. Hutchinson, P. M., S. W.; H. M. S. Winton, J. W.; L. R. Smith, Sec'y; M. A. Michelson, P. M., S. D.; P. E. Howe, J. D.; J. G. Coffman, S. S.; G. B. Cunningham, J. S.; R. J. LeGert, P. M.; W. H. Hill and B. E. Olmstead, floor team.

Dispatcher R. B. Norcross has returned to work after a sick-leave of five weeks.

Dispatcher H. N. Barker is off on sick-leave, but is expected back within a few days. and Dispatcher C. L. Eldred is back on the job.

Mrs. Dorothy Dunn, stenographer to chief dispatcher, New Mexico Div., is off on extended leave of absence.

Miss Mary Keating, head comptometer operator, left October 9 on a 90-days' leave of absence to be spent in California. We will all miss Miss Mary's smile during her absence, but we know that the trip will be mighty good for her.

"NOW I'M ASKIN' YOU VERY CONFIDENTIAL" (apologies to writer) What is Henry Husted's power over the women? Why won't Dante Perazzo show extra attention to the pretty girls? That Matt McNamee JUST WON'T blush! What is it about a Certain City that Edwin McKenney likes in California that Jack Bew don't even care talking about? Do you KNOW why Miss Keating's Clothes are always pressed so nice? Listen! Why did Iva Wheeler go to Houston? Why Miss Richardson isn't Irish? Why Rosario Joseph Manguno is just wild about MACARONI? Why Jack Lane is NOW well pleased with RESULTS of the World's Series? SH-HHHH—WE KNOW.

## Casualties Take Big Drop During August

DURING August there was a decrease of 18.9 per cent in number of casualties to employes per million man-hours, compared with August 1926.

At the end of the eight months period the Salt Lake Division continued in the lead for the divisions and the El Paso Shops in the lead for the General Shops, in the races for the 1927 safety banners. Final totals are shown in the following statement:

| Division | Number of Casualties | Casualties per Mil'n Man-Hours | Rank |
|---|---|---|---|
| Salt Lake | 35 | 7,403,623 | 4.73 | 1 |
| Portland | 60 | 8,704,894 | 6.89 | 2 |
| Coast | 77 | 10,812,681 | 7.12 | 3 |
| New Mexico | 19 | 2,645,803 | 7.18 | 4 |
| Steamer | 20 | 2,369,013 | 8.44 | 5 |
| Rio Grande | 42 | 4,962,892 | 8.46 | 6 |
| East Bay Electric | 14 | 1,608,207 | 8.70 | 7 |
| Western | 91 | 8,376,646 | 10.86 | 8 |
| Sacramento | 79 | 7,163,989 | 11.03 | 9 |
| San Joaquin | 55 | 4,852,717 | 11.33 | 10 |
| Los Angeles | 129 | 10,190,765 | 12.66 | 11 |
| Stockton | 43 | 3,377,866 | 12.73 | 12 |
| Shasta | 78 | 4,991,305 | 15.62 | 13 |
| Tucson | 99 | 5,497,751 | 18.21 | 14 |
| **GENERAL SHOPS** | | | | |
| El Paso | 11 | 1,229,880 | 8.94 | 1 |
| Sacramento | 53 | 4,613,608 | 11.49 | 2 |
| Los Angeles | 41 | 2,369,685 | 17.34 | 3 |

Mrs. J. H. Meece, secretary to A. G. P. A., general passenger office, returned September 9 after a ninety-day leave of absence. Accompanied by her two children, Mrs. Meece visited in Los Angeles; Long Beach; Pomona; San Francisco; Ogden, Utah; McCammon, Idaho; and Pocatello, Idaho.

Miss Marion Kullman, congenial file clerk in the general passenger office, has just returned to work after a vacation during which she visited the Grand Canyon and went from there to Los Angeles. She was accompanied by her mother, Mrs. J. H. Kullman.

Miss Bertha Bull, secretary to G. P. A., general passenger office, resigned the early part of September to accept a position with the El Paso National Bank. She has been succeeded by Mrs. Ferne I. Graham.

Our chief clerk, J. H. Pruett, says that the girls are professional "Gum Chewers."

### Just Right

Wife—"I see by this paper that in certain parts of India a wife can be bought for two dollars. Isn't that perfectly awful!"

Husband—"Well, I don't know! A good wife would be worth that."—Akron Times.

# General Office, San Francisco

### Freight Protection Department

Tommy Manning, basketball manager has been going around with a broad smile since his B and C teams won their first two games. Tommy has two pretty good reasons to smile.

We thought that Cowboy Kesseler had no other interest in life besides his sweetie, but now he claims that he is a golfer.

Scotty Macomber played the Alameda course last week and on his return to work on Monday spent the greater part of the day inquiring how to go about hiring a diving suit so that he could recover the balls that he sank in the numerous lakes on the course.

We are still hoping against hope to see Joey Dias bring out a pack of smokes and some matches or start smoking a pipe.

Dippy Ryan, and the little fellow, were seen at the last basketball game rooting for his two co-workers Swede Anderson and J. Raymond Higgins, Players on the C team. These two boys would sure be stars on the class A team. They keep in condition by eating with the managers.

"Pect" Canepa, the drumming wop, has been staying home for a change. We would stay home also if a truck load of wine grapes were delivered in our neighborhood.

Smiling Jean Vrooman has returned from his vacation. He had a good time on his winnings from the Dempsey-Tunney fight.

### Valuation Department

Well "it was ever thus," Valuation Department boys are runners up for first place honors in volley ball. How could it be otherwise with such stars as Nichols and James, with Higgins on the side lines.

Army has had to buy two new huts since the 12 of October. How come?

Some of the pre-season pickers took an awful bump when the "Bears" knocked off the top-notchers.

Benjamin is sick—St. Marys went out like a lamp.

Bill Trace is looking them over in Washington, D. C., and reports the stock to be A No. 1.

McQueen caught a 35-lb. black bass, took it home for a big feed and found out it was a carp. Close Mc.

Patso Curry got a break and won 5 horse collars on the punch board.

"Tomatoes" is still eating his tomatoes—two a day—hence the nice child-like red cheeks and pep.

Art Hughes is going to spend his vacation watching Juesting of Minnesota try and win the Big Ten Conference title.

### Freight Traffic Department

Betting on horseshoe games in the back lot has been prohibited by the players, owing to the frenzy gambler Ackert works himself into over the losing of the El Ropos. Swanson and Hurley both get no better fast. Smoot Johnson of the Commerce Bureau has been losing regularly lately to Ray Burns. Burns says that ever since volley ball started in the back lot during lunch hour and the girls come out there to practice it makes it rather difficult for earnest horseshoe playing.

Now take a good look at the present standing of the freight traffic bowling team. When Wilmore, Runyan, Burns, Rodney and Robinson face those pins the latter just drop ten at a time. Our team just can't be beaten.

Freight Traffic is looking forward to its game with Motive Power in volley ball. Watch out for Frank Nelson. He's getting round shouldered from carrying volley-ball medals. We expect an easy victory.

When the girls volley ball league starts the Misses Corleto, Lichtman, Abramson, Henry and McMahon will appear in person down in the back lot to challenge all comers.

We hope that Betty Beth, who is now in the General Hospital, is getting along nicely by this time and that she'll be back with us soon.

Now we know why Smiling Loraine of the steno room doesn't eat lunch at Mead's any more. The other day she ordered a salad and the cruel mean waitress said "What kind, shrimp?" Wonder what Cliff Saelzer would have said had he ordered the salad.

No, Helen L. you can't do that; you can't wash with a sponge cake. And who said a gypsy has no address?

"Why bring that up" said the captain of the S. S. City of Honolulu as Swanson from this department was leaning over the rail.

By this time it is unnecessary to announce the trimming handed to the Auditor of Freight Account's team by the Freight Traffic Invincibles. While it was a good game, the Traffic boys outplayed them in every stage of the game.

It is rumored that Vic Arenth is building




a plane to be christened "The Spirit of Mountain View." Joe Mooney promised to supply the christening fluid. Good luck to you Vic, but remember it isn't the fall that hurts, its the sudden stop.

### Telegraph Department

Joseph Horgan, the star catcher of the "Telegraph Nine," has returned from a vacation spent basking in the southern sunshine and enjoying the buttermilk and pretzels in Via Juana. Joe came home greatly refreshed, and is ready for a long, hard winter.

Dan Cupid has been about again. Miss Edith Entleman and Eddy Hoffman of the Pacific Fruit Express staff have become betrothed. Secrets will out, and now we can account for Edith's happy smile.

Miss Irene Graboa, printer clerk, has accepted a position in the printer department in our Chicago office. We miss Irene, and she will miss a good old California winter before long.

A few of the girls in the telegraph office had a surprise party in the tea-room recently, and the guest of honor was Mrs. Mae Beach. Mrs. Beach had a birthday on the day of her departure for a vacation of two weeks, and the party was a double affair. In other words, birthday and vacation party, too. Mae was presented with a center table piece in the form of a private car—"Earlmae"—and we hope she enjoyed the thrill of riding in same down to Los Angeles and Hollywood, where she is now "trying out" for the movies. Eleanor Snell, Hazel Jones and Patsy Dowd helped to consume some of the delicious food served at the party.

### Auditor's Office

After returning recently from a short absence, Une "Lindy" Nordeen was the object of enthusiastic congratulations showered on him by a multitude of friends, who had mischievously been led to believe that our amiable blonde friend had at last cast off the sacred robes of bachelorhood. The rumor was soon dispelled, however, by the gentleman himself, who earnestly insisted that he has not yet seen the error of his ways. But we have not given up.

Walt Wrixon, our big debit and credit man, who has also won high honors in his athletic pursuits, is at it again. He now threatens to break more records in promotion of S. P. Club affairs, his chief undertaking at this time being the handling of the big inter-department volley ball tournament now in progress in the back lot. By the way, we note that Walt's running mate in the thrilling election for S. P. Club representative, formerly Miss Dorothy Marohn of the central typing bureau, has just become a bride, but Walt was not the lucky man. We had hoped for a better showing on Walt's part, but are consoled by the prospects of another romance, which now seems to be budding beautifully close at hand, featuring our dashing young hero.

Eddie Haller, well known throughout the accounting department, and who has been absent on sick leave for a long time, called to pay his respects the other day. Eddie's friends will be glad to know he has about completely recovered his health.

J. A. Quinn, formerly chief clerk of accounts payable bureau, disbursements office, is now on the auditor's immediate staff.

### Auditor Freight Accounts

Various members of the calculating bureau have given a series of bridge luncheons recently. Mesdames G. Bunt and F. Gleeson were hostesses at a party at the Leamington Hotel in Oakland and Misses R. Schwerin and R. Lindale at the Whitecomb Hotel affair given October 15. Miss Thelma Craig, chief clerk, entertained at the Clift Hotel on October 29.

Mrs. Chas. Gregory (nee Loretto Harrington) has returned from a wedding trip through the Northwest. Prior to her marriage, at a very pretty ceremony in Menlo Park, Mrs. Gregory was the guest of honor at many social affairs, among them being a bridge tea given by Mrs. Gerardus P. Wynkoop, a luncheon at the Fairmont Hotel given by Mrs. John Tabaney, a bridge tea given by Miss Vera Boyd in her San Carlos home, and a number of dinner parties. Mr. and Mrs. Gregory are now "at home" in their charming Oakland apartment.

Miss Catherine Reilley (otherwise "Pat") of the typing bureau became the bride of Merrill Benjamin Fay, San Francisco chiropractor, on October 18. They are spending their honeymoon in the South. The Benjamin romance is another that had its incipiency in the snows of the high Sierras. On to the ruckus!

The many friends of Miss Catherine O'Dea will be glad to hear she has recuperated from her recent operation for appendicitis.

At a smart bridge tea given to forty of her friends in the Clift Hotel, Miss Virginia Crisanti announced her engagement to J. Soldavini of San Rafael. Miss Crisanti was a picture in a brown transparent velvet frock and harmonizing hat, with a corsage of orchids and lilies of the valley. The tables were tastefully decorated in autumnal shades and the announcement was made in a most novel manner.

### Engineering Department

A. McVey missed the big hook-up reports on the late trouble between Messrs. Dempsey and Tunney, but, thanks to Mr. Packard, got most of the details later.

Capt. E. Parker Rideout has returned from his vacation, during which he spent in horticultural research. He has one of the show places in Walla Vista and is also an ardent explorer into the wilds of radio-land. He can do more with a piece of wire mosquito mesh than most people can do with a 6-tube amplifier.

Speaking of radio, W. G. Bruce has the very latest device in loud speakers.

C. M. Kurtz, who but lately compiled a marvelous treatise on designing, is now working on a revised addition of "Me and Me Shadow."

Ed Van Zandt is nursing a badly-burned thumb. An eight and a half-pound bass slipped up on his line unexpectedly one Sunday. He added 13½ lbs. (sterling) to his worth later.

H. Lishman has finished rebuilding a new home in Alameda. He is now known as an expert painter, paperhanger, window-washer, concrete man and general roofer. He used to be known as a tennis star.

Mrs. Schryver has returned from her trip down South (otherwise known as Los Angeles) and says she had a very good time. We will all agree that a good time can be had in a "City of Angels."

Famous word in "Our Dept.": Roy Donnelly—"Please let me work." Ethel McCullough—"Don't. Stop this minute!" Tim Kennedy—"Get the ——— out of here!" Frank Polkinghorn (reading paper)—"Can't you see I'm busy!"

Robert Sweeney's new "crop" of hair is coming out real good now. For those who don't know, Mr. Sweeney had his hair "mowed" off, not very long ago.

Frank Brophy hasn't done much sneezing lately, but, when he does, we all get "under cover."

We all miss our charming office associate, Miss Anne Coogan, who is ill in the S. P. Hospital.

Back Lot Rumbles: "Itchey Scratchey" Sweeney's haircut and green shirt. "Junior" Carter's tennis serve in volley ball. Bill Swift's debut at handball was short. Fitzpatrick still trying to get them over the net. The football is again in our midst. The horseshoe courts look more like trenches every day. The boys are still talking about the trip to Dunsmuir. "Hincky" Tomatoes—point for the varsity. Jack Coll got off his feet—once.

### Passenger Traffic

P. L. Soderman, who left about two years ago to work for the Pacific Electric, paid us a pleasant visit recently and renewed old acquaintance. He may possibly transfer to this city again soon.

We are not sure whether Stan Alsing recently married or not. Rumor has it he was married for his money, but further details are not forthcoming.

Charles A. Hardy has just joined us and no doubt will be a credit to our fast-growing department.

### Duplicating Bureau

James Savage has been transferred to the Valuation Department. Jim has gone to Washington and has taken his photostat machine with him.

Mae Alarig has returned from her vacation. She is playing tennis these days, and, first thing we know, she will be a second Helen Wills.

Victor Dantoni had a good vacation on his "ranch." We are anxious to see it.

### Motive Power Department

Sports have taken their toll in the Motive Power department: First the Pirates turned out old friend "Grif" down three times in a row. Next, St. Mary's turned down our old standbys, Griff and Purcell—and the same two went down to defeat at Palo Alto when U. S. C. failed to knock Stanford over. What loser will they bet on next?

"Red" Condon is confined to the General Hospital. He is having his tonsils extracted. "Freddy" Bernhardt has taken over his work and is getting along famously.

Old Man "Taylor," the boy with the dope, has been sitting in with us the last week, due to some important work in connection with the dynamometer car at Roseville. "Capt. Hinchman" is showing great ability in charge of the car.

"My Boy" Espy, the M. P. artist, hasn't much to say, but wait till he gets his plates.

Lord Kelly, late from Hingland, is suffering a reaction from his long and tedious journey over the waters.

Casey is still battling the elements. He should go on an overseas airship ride.

Jerry Morris Jr., junior clerk of D. C. H. & R. Bureau of Miscellaneous Accounts Department, and son of Jerry Morris Sr., correspondence clerk of Station Agents Accounts in the same bureau, took his departure from the ranks on October 1 to join a group of musicians on the Dollar Line S. S. McKinley for four months, covering all points of interest in the Orient. A handsome leather suitcase was given to Jerry by his co-workers.



# Three S. P. Teams Enter Basketball League

THREE teams are entered under the colors of the Southern Pacific Club in San Francisco Industrial Athletic Association's basketball tournament, which started recently on the annual round of play.

The club teams entered this year retain the reputation of former Southern Pacific squads as fighting teams to the final whistle. An example of this is the first two games played by the Class A team. The team lost both, the first going to the Associated Oil squad, 20-18, when the latter scored the decisive goal on the quitting whistle, and the second being won by the Yellow-Checker Cab team, when they made two free throws good a minute before the end to make the score 30-29. The S. P. boys made a strong effort to win this game, as they entered the second half with the score 18 to 4 against them.

The Class B and C teams have won both their early games, "B" defeating American Can and Anglo-London Bank by scores of 21-20 and 41-22 respectively, while "C" team knocked over the Paraffine Company team by a score of 27 to 17, and won over the National Carbon by the score of 30 to 20.

Several individual stars are among all three teams. Polts, Scoville and Spring of the "A" team, Liotta of "B" team and Higgins, Gibbs and Jacoby of "C" team have been outstanding players in their games by sinking plenty of "buckets."

The teams start this month with three games on the third and the same number on the eighth. The games will be played at Burke's court.

### GOOD SCORES ARE BEING MADE BY SAN FRANCISCO BOWLERS

The Southern Pacific Club's bowling tournament at San Francisco, now nearing its close, has been drawing increasingly large crowds by the exceptionally fine bowling of the players during the past month.

Several remarkably fine scores have been turned in, according to Lester Hoffman, chairman and secretary of the league. E. L. Kieny, of the P. F. E. No. 2 team in the Overland League, continues to improve his record and is now top man in this league with a high average of 178. Glasgow and DeMello, of the Duplicating Bureau No. 1 team in the same league, are second and third, with 168 and 167 respectively. In the Cascade league, R. G. Smallwood and F. J. Carroll of the auditor's office ran one and two with averages of 171 and 167, and W. C. Sears of the Auditor of Freight Accounts No. 2 is third with 162.

The highest single game to date was bowled by the Duplicating Bureau team No. 1 in the Overland league. Their score, 763. They also rolled high series for 2186.

W. C. Sears of the Cascade league has also rolled high individual game for 247, and E. L. Kieny of the Overland league has high three game, with a total of 617.

Final league games will be played about the 8th of this month. The team three-game championship play will wind up about the 15th. The Freight Accounts team No. 1, on the present showing, will probably represent the Cascade league in the championship play, they having won to date 36 of the 44 games played.

### HANDBALL TOURNAMENT NARROWED TO FINALISTS AT S. F.

The first handball tournament ever played at the General Offices is now in the second round of play. A starting field of twenty-eight players has dwindled at this date to a few in the singles elimination tournament which started early last month.

Singles play will probably end the twelfth of this month according to Jim Madden, handball chairman, after which a doubles tournament will start.

More than forty men will have taken part in the sport before the final game is played. The Southern Pacific Club will offer the customary trophies to the winners in both singles and doubles play.

### "LONG LIVE THE S. P."

"Long live the Southern Pacific, and may you live long with it," wrote E. M. Blacksher of Brewton, Alabama, to F. O. Stain, traveling freight and passenger agent at El Paso, praising the courtesies and thoughtful attention given members of the Blacksher family, who were traveling with a sick boy.



General Office employes in the Cascade League of the bowling tournament. Top row, left to right—J. Corven, L. G. Hoffman, chairman C. W. Aten, J. Winkler, Vincent Dantoni, C. L. Yarbrough, J. F. Coughlin, G. O. Montour, W. C. Hunrick. Second row from top—R. Cole, H. Radloff, H. D. Ferguson, M. Hegen, F. D. Sanborn, W. C. Sears, E. A. Schottman, R. K. Swinnock, F. E. Wilson, C. G. E. Little. Third row from top—G. Jepsen, E. Gendron, J. A. O'Connor, J. Fishel, F. J. Carroll, S. S. Wennett, J. S. Jackson, R. G. Smallwood, L. Van Vranken. Bottom row—E. J. Allen, W. G. Porter, J. E. Blaikie, P. A. Carmichael, W. Secker, A. B. Hughes. F. Rehm R. C. Kirkham and A. W. Lawrence are not in the picture.

## Western Division

Miss Viola Danielson, stenographer, has returned to her home after undergoing an operation at the General Hospital.



"Joyful Jimmy"

Herewith the Western Division's speed marvel. None other than our old friend "Joyful Jimmy" Juvenal, the accident clerk. Have not as yet received any data on Jim's performances on the speedway, but, judging from the stance displayed in the accompanying photo, we expect that Jimmy will soon be out there smashing records galore, providing he don't have any tire trouble."

Our vacation list for this month: W. R. Platt, roundhouse foreman, is now on his "annual two." Neal Fraser, B&B foreman, has returned after a pleasant two weeks. H. Bonebrake, foreman at Port Costa, is now on his leave. Jessie Wade, ticket clerk, is at present attending the ticket clerks' convention in the East.

Emmy Behrns, file clerk, is on an extended leave of absence. C. A. Mclarty, roundhouse foreman, is attending the convention of the Association of Supervisors.

Stanley Walton, the leading sheik of 7th Street and points east, is now the proud possessor of a new Pontiac sedan. Stanley says that he has not as yet had time to break in the new bus, but just wants all of his scores of lady friends to give him time. Better put some rocks in your pockets, Stanley.

Jack Kay, veteran first trick telegrapher at Richmond, is recovering following an attack of apoplexy which came on him suddenly while at work.

The many friends of George Petrie, assistant stationmaster at Oakland Pier, are pleased to hear that he has returned to duty and is now feeling OK again after sustaining some rather painful injuries in an automobile mishap recently.

Donald "Phat" Seescholtz, the demon messenger boy, has been promoted and henceforth will spend his time pounding a typewriter in the dispatcher's office. His place has been taken by Earl Rountree.

Now that the football season is upon us, the members of the superintendent's office have put aside all other activities in favor of the grand old game. Practically the entire force turned out en masse to witness the recent California-St. Mary's game, and a goodly number made the trip down to Palo Alto on the preceding Saturday to take in the Stanford-St. Mary's contest. The Oakland Pier "Varsity," captained by Jerry Garroutte and Ed Smith, never fails to make themselves heard when they are in the stands.

We are sorry to hear that Assistant Superintendent Campbell is confined to the General Hospital, and we trust that he will enjoy a speedy recovery.

C. P. Ferdinand "Buzzy" Meeker, formerly station timekeeper at Oakland Pier, and now working in a similar capacity on the Shasta Division, was a recent visitor to his old haunts. "Buzzy" had just returned from an extended tour of the East, where he visited New York, Boston, Newberg and other points. We have it on good authority that "Buzz" has acquired some real pro-eastern togs, such as spats, walking stick and a bulldog. "Buzz" states that he hopes to thrill the natives of Dunsmuir with his new raiment.

Arlington K. Beazley, for the past twenty years employed in the tool shop at West Oakland, was pensioned on September 1.

Meet the Western Division's most intrepid fishermen: Vinnie Mirko and S. E. "Sigh" Hyde. The boys spent a day recently around Port Costa, where they snared many denizens of the deep, as well as a beautiful coat of "sunburn."

Bill Williamson, our most-talked-of employe, has a yearning to do some traveling. Yes, Bill states that he would like to take a trip abroad and visit Scotland, etc., and, later on, Paris.

We wish to express our sympathy to the family of Leonard Smith, retired section foreman at Niles, who passed away last month at his home following a long illness.

Dan Kirwin, clerk at the roundhouse, has been transferred to the new crew dispatcher's job at Suisun.

Miss Rita Maloney, of the transbay conductors' office at Oakland Pier, together with Miss Nan Connelly, have returned from a five-weeks' vacation spent traveling around the country. They visited many of the eastern cities and all points of interest, including Canada. They also had the pleasure of shaking hands with President Coolidge.

Heard around the office:

Hill—Gosh, will I ever get through with this roll?

Hyde—Got any bric-a-brac, Bill?

McAloney—Close that window; this ain't Alaska.

Garroutte—California is the best team in the world, etc.

Mulien—Okay.

Cooper—Why bring that up?

Carden—Who will be my boss next month?

Williams—Now, George, it's this way.

Moon—Gee, I'm hungry.

Millicent—There is something awfully nice about southern boys.

Buck—Please go 'way and let me sleep.

Julia—(Blank)

Herwig—Where is that guy Jerry?

Lenihan—Who's dat?

Koontz—Telephone, Bill.

The inevitable has come to pass—Winnie Forrest has bobbed her hair.

### Kirkham Street News

Joseph V. Furtado, delivery clerk, and wife have returned from a six-months' leave of absence, which was in the Azores Islands, their native home.

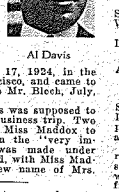
We are all glad to welcome Chief Clerk Charles E. Jacobus after an extended sick leave.

The new lighting system installed at Kirkham Street shops is a wonderful improvement.

Clerk Charles H. Rummel has returned from what he had planned for an economical vacation, staying around the Bay District the entire time. However, he missed one item of economy. Charlie took in the Oakland Orpheum the first week and decided to take in a real good show the next week at the San Francisco Orpheum the second week, so over he goes and planks down the mazuma for the best seat in the house. Act after act came on, which was the identical show he had seen at the Oakland Orpheum the week before. Charlie attempted to start a stampede at the box-office when he went out, but the manager quietly told him he was in California now and not Colorado, so Charlie moped off down to a cafeteria and remained for hours listening to the music trying to even up his loss.

### SALLIE MADDOX AND AL DAVIS ARE MARRIED AT EL PASO

Revealing another romance of Southern Pacific General Offices, A. C. Davis, secretary to G. J. Bloch, general freight agent at Los Angeles, has announced to friends that he and Miss Sallie Maddox have been married in El Paso September 6.



Al Davis

Mrs. Davis was formerly with the Daily News in San Francisco, the Oakland Tribune, and for a time did publicity work in Los Angeles. She is also a member of Los Angeles Press Women's Association, the Kopy Katz.

Davis started work with the company January 17, 1924, in the General Offices at San Francisco, and came to Los Angeles, as secretary to Mr. Bloch, July, 1926.

As the story is told, Davis was supposed to have gone to El Paso on a business trip. Two days later, business called Miss Maddox to El Paso. The return from the "very important business" trips was made under guidance of one Daniel Cupid, with Miss Maddox traveling under her new name of Mrs. Davis.

Jack: Professor says that we are here to help others.

Jill: Aw!

Jack: And I'd like to know what the others are here for.—Nebraska Awgwan.

## Sacramento Shops

The Machine Shop is losing a great deal of publicity due to the fact that they do not recognize the people of note in their ranks. "Babe" Downs spent his vacation in Oregon and the natives there, hearing that the "Prince of Wales" was on the continent, immediately mistook "Babe" for the Prince, as he galloped across the broad plains on his polo pony.



Babe Downs as the "Prince of Wales."

After looking at the accompanying photo, we hardly blame them. We have not heard whether "Babe" fell off his horse to make the scene more realistic.

The Apprentice Club gave their opening banquet of the season September 29. All present had an enjoyable time and were entertained by a well prepared program.

The Apprentice Club officers for the coming year were elected Wednesday, October 12. They are as follows: President, Harold Moon; Vice President, Wm. Boyd; Secretary Treasurer, A. North.

Dave Joslin of the drawing room, has returned home from a trip East where he attended the Centenary of the B. & O. R. R. at Baltimore, Ohio. We know "Dave" will have something to tell us.

The Apprentice Club's basket ball team for this year has begun practice. They will have Clark and Bastch of last years' team and with the help of the other material available will put up a winning fight.

Mike Kuncise Radoul, formerly comptometer operator and chief clerk of shops office, and Triphon Radovich, clerk in the boiler shop, decided at last that two really can live as cheaply as one. They were married on October 9th and left for an extended honeymoon at Los Angeles. Miss Ratoni was the incentive for a shower given on October 4th by Misses Wilma Jeffery and Olive Paul.

### EMPLOYES OFFER 619 SUGGESTIONS AT SAFETY MEETINGS

During September twelve safety committee meetings were held, attended by 369 safety committeemen and visitors, a total of 618 safety suggestions were discussed, 13 papers on accident prevention read by safety committeemen, and reports received to the effect that 6456 employes were talked to individually by safety committeemen on safety matters. Details are shown in the following statement:

| Committee | Att. | Sugs. | Talk by |
|---|---|---|---|
| Sacramento Gen. Shops & Stores.. | 36 | 50 | F. Osterloh |
| Los Angeles Gen. Shops & Stores.. | 20 | 39 | H. H. Carrick |
| Salt Lake Div..... | 40 | 29 | J. F. McCluistion |
| Portland Division.. | 40 | 97 | Wm. Curtis |
| Shasta Division .... | 40 | 60 | J. M. Brady |
| East Bay Electric.. | 19 | 20 | W. A. Cochran |
| Stearns Division... | 25 | 35 | F. G. Fitzgerald |
| Sacramento Div.... | 25 | 56 | L. S. Pratt |
| El Paso Gen. Shops & Stores..... | 18 | 98 | Jules Jacquin |
| Stockton Div..... | 30 | 37 | Wm. Wilson |
| Western Div..... | 37 | 88 | J. G. Franklin H. F. Swift |
| Los Angeles Div... | 45 | 12 | J. W. Higley |

### ADVICE WANTED ON ARTILLEBY TO USE IN DEER-HUNTING

Will some experied deer hunter of the Southern Pacific family please inform extra DINGER, Jack Henderson, at Sparks, the proper size rifle and cartridges to take on a deer-hunting trip?

Jack purchased a 505 Gibbs and 1000 rounds of "22" short cartridges for this size Cannon (against the advice of friends, who even went so far as to discourage him from making the purchase and the trip) and sallied forth on the expedition, but brought back no game. He can not understand why.

Address Mr. J. J. Henderson, Sparks, and help Yardmaster Swierski and some of the other boys get him on the right track.





## Los Angeles District Auditor

We all hated to see Olive Gladney leave the service when she went to San Francisco to join her parents. Miss Timmerman takes her place as typist and Patricia J. Freeman, sister of Alice Britton, has entered the service as typist and file clerk, so that makes another pretty fairy in our family.



Dorothy Herzberg in her Dainty "Mikado Rose" aster bed.

Dick Herzberg, GMO clerk, who devotes his time to his children and home garden, was highly complimented on the beautiful colors of the "Mikado rose" asters that he produced this year in great abundance.

Geo. F. Lane, material clerk, has been so busy talking about his grandchild Mary Francis that he hasn't had time to tell us about his trip to Del Monte. And E. F. Anderson, purchase bill clerk, knows a busy Andy, has been so busy on the return from his vacation that we still do not know if he spent his time trying to speed up the yellow street car schedules or taking short sprints just before 8 A. M.

Upon the return from his vacation, Senator Robinson, voucher clerk in the superintendent's office, sported a new Willis-Knight sedan, and Mr. Nette, district auditor, denies any knowledge of the rumor that a license check was to be made on the vouchers of the past year.

"Three men in a tub." Joint Facility Clerk S. P. Heffernan's Hudson was the tub and also the dressing room, for Messrs. Johnson and Geo. Peacock, distribution clerks, ventured forth to indulge in a little barnyard golf. Understand they were all caught in, and Ted, as a golfer, would make a better Bulletin correspondent.

The officers of the Southern Pacific Employes Relief Association are planning their annual dance and entertainment to take place November 19 at Odd Fellow's Hall. Woods and McHenry, as usual, will furnish the boxes of chocolates to be given away to the lucky winners. G. S. Davidson Co., Burr Creamery, Lincoln Heights Brake Shop, Baum Co. Furniture and Sohns, W. Kursinski and Ben Osborne will also contribute valuable prizes and help make the affair a huge success.

Among the recruits drafted to assist R. B. Crebs, assistant head clerk, to work up the annual inventory is E. H. Dixson from the District Store.

### "TURKEY TROT" IS COMING AFFAIR OF GENEEAL OFFICE CLUB

The social offering of the Southern Pacific Club this month will be a dance to be held on November 18, at the Hotel Whitcomb, San Francisco. The affair is being advertised as the Thanksgiving Turkey Trot.

Club officers plan to make it an outstanding gift affair, and have announced that nine-nine prizes, consisting of Thanksgiving edibles, will be given away. The list includes twenty turkeys.

It is estimated that six hundred employes will attend. Tickets will sell for fifty cents.

### GIRLS GETTING READY FOR BIG YEAR IN BASKETBALL

More than fifty girls are practicing weekly for places on Southern Pacific Club teams which will be entered in the Industrial Athletic Association's girls' basketball tournament at San Francisco, which will start early next year.

Winners of the Northern California title in the Pacific Athletic Association's tournament early this year, it is believed that next year's teams stand an excellent chance for the title in each division.

### VETERAN ACCOUNTANT AND WIFE HAVE SILVER ANNIVERSARY

Big, genial John A. Barton, general accountant at Los Angeles whose seniority dates from July 20, 1905, when Timberman takes her place as typist and Patricia J. Freeman, sister of Alice Britton, has entered the service as typist and file clerk, so that makes another pretty fairy in our family.

Dick Herzberg, GMO clerk, who devotes his time to his children and home garden, was highly complimented on the beautiful colors of the "Mikado rose" asters that he produced this year in great abundance.

Geo. F. Lane, material clerk, has been so busy talking about his grandchild Mary Francis that he hasn't had time to tell us about his trip to Del Monte. And E. F. Anderson, purchase bill clerk, knows a busy Andy, has been so busy on the return from his vacation that we still do not know if he spent his time trying to speed up the yellow street car schedules or taking short sprints just before 8 A. M.

Upon the return from his vacation, Senator Robinson, voucher clerk in the superintendent's office, sported a new Willis-Knight sedan, and Mr. Nette, district auditor, denies any knowledge of the rumor that a license check was to be made on the vouchers of the past year.

"Three men in a tub." Joint Facility Clerk S. P. Heffernan's Hudson was the tub and also the dressing room, for Messrs. Johnson and Geo. Peacock, distribution clerks, ventured forth to indulge in a little barnyard golf. Understand they were all caught in, and Ted, as a golfer, would make a better Bulletin correspondent.

The officers of the Southern Pacific Employes Relief Association are planning their annual dance and entertainment to take place November 19 at Odd Fellow's Hall. Woods and McHenry, as usual, will furnish the boxes of chocolates to be given away to the lucky winners. G. S. Davidson Co., Burr Creamery, Lincoln Heights Brake Shop, Baum Co. Furniture and Sohns, W. Kursinski and Ben Osborne will also contribute valuable prizes and help make the affair a huge success.

Among the recruits drafted to assist R. B. Crebs, assistant head clerk, to work up the annual inventory is E. H. Dixson from the District Store.

### "TURKEY TROT" IS COMING AFFAIR OF GENEEAL OFFICE CLUB

The social offering of the Southern Pacific Club this month will be a dance to be held on November 18, at the Hotel Whitcomb, San Francisco. The affair is being advertised as the Thanksgiving Turkey Trot.

Club officers plan to make it an outstanding gift affair, and have announced that nine-nine prizes, consisting of Thanksgiving edibles, will be given away. The list includes twenty turkeys.

It is estimated that six hundred employes will attend. Tickets will sell for fifty cents.

### GIRLS GETTING READY FOR BIG YEAR IN BASKETBALL

More than fifty girls are practicing weekly for places on Southern Pacific Club teams which will be entered in the Industrial Athletic Association's girls' basketball tournament at San Francisco, which will start early next year.

Winners of the Northern California title in the Pacific Athletic Association's tournament early this year, it is believed that next year's teams stand an excellent chance for the title in each division.

## Los Angeles Division

Famous last words, "I do not choose to run." Norman Elrey Scott, son of E. J. Scott, on his second birthday, remarked as follows: "I do not choose to run for Maintenance of Way Timekeeper; give me a Choo-Choo and I will show Bill Stoerner a few things about fuel conservation."



Norman Scott

This office was honored by a visit from our old time friend James Bergin, special agent now with the Stockton Division. He was looking great and we all agreed that the Stockton climate evidently agrees with him.

Oscar Odin of the Store Department denies being a Hollywood Shiek, nevertheless we found a street there named after him. He says it was named before him. Then solve the crossword puzzle, "How did he get his name?

We understand that Jack Prior of the Engineering Department no longer bets on proposed increases of salary, reminding us of lines from Longfellow's poem, "He lives to learn in Life's dark school."

Popular vote: We will agree that Tunney won as a boxer, but, as a prize-fighter, we still believe in Jack."

## Sacramento Division

Thomas A. Ryan, accident clerk, is the proud possessor of a new radio as the result of a drawing held at the conclusion of the World Series ball games. The instrument was purchased through popular subscription in the superintendent's office and all derived great pleasure during the time that the games were in progress.



Jack Varcoe

Jack L. Varcoe recently took a hunting trip, accompanied by D. J. Murphy, assistant bills payable clerk. It was supposed to be a "deer" hunting trip. The accompanying picture was snapped by Murphy.

Recent changes in the superintendent's office personnel are as follows: J. J. Wagner appointed station timekeeper, succeeding W. W. Boyd, acting as assistant head timekeeper during the absence of H. N. McLauchlin, account of sickness. Violet A. Wait, L. C. C. clerk, in place of M. Wise, on sick leave. H. V. Manning, trainmen's timekeeper, succeeding J. J. Wagner; and Dudley G. Heale, pass and counter clerk, in Mr. Manning's former position.

Mrs. Pauline Ferguson, yardmen's timekeeper, is back at her desk once more after being confined to her home for several days from an attack of ptomaine poisoning.

"Jumbo" Alloway, who gives much promise of being a star on the Sacramento Baseball Club, is temporarily working in the Accounting Department following the close of the present season. He will be back with the Sacramento Club again in the spring, and his host of friends look for him to do big things during 1928.

Sidney A. Marion, assistant insurance clerk, is the possessor of a very striking pair of trousers. It has not been learned whether he made a winning on the ball games, but all of his friends are agreed that he appears more handsome than ever, if such were possible.

The 1927-1928 bowling league will soon be in full swing. Teams have been organized with the following captains as their respective heads: Gold Coasts, Reeves; Tahoes, F. Valentine; Pacific Limited, Knoff; Cascades, Pleck; West Coasts, Guild; Overlands, Hargrave. Last year the boys made some good scores and were successful in winning several cups. Watch their smoke.

G. W. "Pop" Watson, head clerk of the M. of W. Department, was among the Sacramentans who attended the Grand Lodge of Odd Fellows.

### CHANGES IN SAFETY COMMITTEEMEN

Los Angeles Division: E. B. Thayer, wheelforeman, vice M. J. Shugard; T. Mills, roadmaster, vice J. Brandstetter.

East Bay Electric: F. E. Page, gateman, vice C. E. Gaddis.

Sacramento: T. Abalon, section foreman, vice C. Connelly; R. B. Laidlow, baggage agent, vice J. E. Bick; R. M. Willey, engineer, vice W. C. Mapley; C. H. Brown, conductor, vice M. H. Flock; M. Bowler, fireman, vice F. A. Hansen; M. Dains, brakeman, vice C. A. Nichols; C. W. Baldwin, yardman, vice C. Singleton; F. Donham, yardman, vice J. H. Thesken; G. C. Harris, signalman, vice A. E. Kaemper; R. Jerpe, pipefitter, vice C. E. Gelmstedt; W. T. Sharron, car inspector, vice J. Oates; M. M. Dorst, rep. A. R. E. Co., vice J. L. Tucker.

Portland Division: G. L. Flint, rd. frmn. of engs., vice G. H. Kilborn; O. V. Chesney, B. & B. supervisor, vice N. Rose; F. W. Cantrell, asst. ch. dispatcher, vice C. H. Spencer; O. S. York, trainmaster, vice. E. Stroud; C. A. Meyers, fireman, vice W. A. Donaldson.

Shasta Division: E. Doyle, yardmaster, vice C. Bonderson; E. L. Jurnie, conductor, vice S. L. Clayton; R. H. Williams, brakeman, vice F. Marks; A. G. Selby, engineer, vice F. W. Halsey; C. A. McCune, fireman, vice E. V. Carter; A. M. Sorenson, machinist, vice C. B. Gebbart; H. R. Perryman, lineman, vice J. M. Merrill.

## Salt Lake Division

We extend our heartfelt sympathy to O. C. Carlsen, ICC clerk, in the recent loss of his son.

Jake Wright's New Year resolution to quit demon nicotine is now null and void. While he hasn't started to discriminate between brands, it isn't far off. He always was a particular "moocher."

When Bill Burbidge chose the railroad for his meal ticket the motion picture industry lost a good gag man. Bill is best known as a member of the song and dance team of Murdock & Burbidge. No outing nor party is ever a success without his melodious tenor voice. Bill was the founder of our first Christmas party.

Harvey Lashus will soon have many grievances that the local chairman can't handle. His engagement to Miss Theresa Pring, assistant head calculator, was just announced, the marriage slated for December. Harvey, my boy, we'll always remember that we knew you when you had your hair cut every pay-day.

If there is anyone having a larger collection of Scotch jokes than our esteemed Assistant Chief Clerk George Albert Checketts, they shouldn't have to work for a living. Bert knows more about the shortcomings of those gentlemen of the kilts than Horace McFarlane himself; in fact, he is becoming more penurious every day.

After reading Mr. McKee's splendid article on personal success, Horace McFarlane, the office spendthrift, tightened up. Horace refuses to drive his car anymore, depending on being picked up en route. Despite that, the article was well received and we shall hope to see more of them.

Having but recently gotten over the effects of Messrs. Gallagher and Sheen, "Smack" Brophy and Art McKendry are hard at it rehearsing the feats of the Two Black Crows.

"What causes that?" and "Who brought that up?" seems to be the limit of their vocabulary.

Melvin Swanson, signal clerk, has returned to her desk after another siege of illness.

Daybreak, October 1, found the majority of the male members of the office, armed with shotguns, far out on the shores of Great Salt Lake, eagerly awaiting the zero hour marking the official opening of the duck-shooting season. Ray Rogers and Ez Barlow brought down their limit in short order. Howard Spracher offered his usual alibi, but, as Jake Wright said, he couldn't hit a flock of elephants flying low.

Virginia Pfisterer might make a good tank-driver, but she is a poor hand with a Chrysler. Upon her initial appearance in her new car she wrecked a "Keep Off the Grass" sign and tore up a flower bed on the station grounds. Like Ben Turpin, she doesn't go where she is looking.

The morale of the stenographic bureau was at low ebb September 30 and typographical errors were much in order. Being Opal Cronch's birthday, her boy friend gave her a diamond ring. Opal was so perturbed she swallowed her gum on three occasions. We hope for her sake that he manages to meet the installments promptly.

Possibly there is much in the new system of judging a person's mentality by their ability to arrange blocks in their proper order; but if the green fruit blocks continue to move as at present our dispatchers will soon be chattering to themselves and playing with blocks behind the walls of the asylum. Traffic has been the heaviest in history this season on this division.

During September we had with us Mr. and Mrs. Jack Welch for a short vacation visit. Both are former members of this office. Jack now hails from Const Division headquarters and Mrs. Welch is in General Office.

Ed Garcia, chief of time bureau, now assigned to special work at Chicago, in a communication, tells us that he is working sixteen hours daily. While Ed's veracity is beyond reproach, we are given to skepticism, as he never could stay awake after 3:30 P. M.

Frank Bartonek and Roadmaster F.W. Bohl narrowly overheard in a heated argument regarding who had the oldest pipe. Frank, being somewhat hazy as to the date of acquisition, was easily bested by Easton, who has an infallible memory at times. Judging from the aroma usually trailing in their wakes, this writer would call it a stand-off.

In honor of Ray Dowdell, who was married October 17, the "Nite Owls" met at Howard Spracher's home for a farewell stag party and smoker. Of the twenty-five present each one had at some time warned Ray of the fatal step, but all were unanimous in their wish wishes. Ray was presented with a remembrance and Mrs. Spracher with a dirty house to clean up next morning.

### PASS HOLDERS ASKED TO HELP IN MAKING PULLMAN REQUESTS

L. F. Hudson, district passenger agent at Oakland, calls attention to a practice among employes in the Oakland District that is causing his office considerable inconvenience. In making telephone requests for Pullman reservations, some employes are neglecting to state that they hold free transportation, with the result that the space is written up on the wrong form and necessitates changing when the pass-holder calls for the reservation. Hudson is of the opinion some employes think they will not be given good space if it is known they hold a pass, but that this impression is wrong, as the Oakland office "takes 'em as they come."

The new steno looked like a million dollars. "Class" was written all over her. The office force in accord acclaimed her. "Some Dame."

Then she opened her velvet lips and said to the office boy, "Say Booze, ain't there no carbon paper around this joint?"—Ex.



Party of "hunting engineers" from Tucson Division who bagged two bucks and three wild turkeys. Left to right—R. A. Miller, W. W. Schupp, W. H. Courtney (cowboy helper and packer), Earl Barnes, (another cowboy, named Cole, who helped Aviator Jensen get his lion out of the canyon where the intrepid aviator was forced to land). M. J. Galloway took the picture.





Ogden employes who figure in the month's news from Salt Lake Division. Top row, left to right—Alyce Wilson, calculator, chairman of ladies' entertainment committee who sponsored recent dance; G. A. Checketts, Theresa Pring. Lower row—J. W. Burbidge, Opal Crouch, and Virginia Pfisterer.

## Ogden Union Depot

The Tunney-Dempsey fight has passed into history, but about every day the seventh round is being fought over again between Y. B. Wells, F. W. Noonan and others who won a few extra "five spots," and L. J. Poorman, C. H. Williams and other Dempsey idols who were separated from some hard-earned cash. If the matter is not decided soon, we are going to be compelled to borrow some boxing gloves, stage a battle royal, and settle the score ourselves.

Some one circulated the story that Al Young is extremely fond of peaches. When a person brings a "lunch" and eats nothing but peaches what other conclusion can be drawn on the subject? Mrs. Young apparently settled the matter with Al, as it was learned, after she had carefully prepared a delectable lunch for her husband and placed it beside a sack of peaches, Al walked off with the peaches.

We are pleased to report good progress being made by C. J. Burns, switchman, who recently underwent an operation at Ogden.

We have come to the conclusion that F. C. Chamberlin, stenographer to general yardmaster, is losing his appetite, otherwise he would not have sent his "pie book" to the laundry in his shirt pocket with the weekend washing.

Frank A. Mouritsen, yard clerk, has resigned to fill a mission for the L. D. S. church in Germany.

We were recently favored with a visit from Al Harrington, former assistant as well as assistant general yardmaster at Ogden. Mr. Harrington at present is employed as general yardmaster for the Southern Pacific at Eugene, Ore.

We extend our sympathy to Messrs. A. E. and R. J. Collins, car inspectors, whose mother passed away September 4 at the age of 92.

While a number of OUR&D employes, together with a few thousand others, witnessed a drawing at Lagoon on Labor Day involving a Velie sedan and anxiously awaited their number to be drawn, UP Conductor J. W. Lowham managed to retain the lucky number and drove home in the Velie.

D. B. Porter, manifest clerk, is certainly indebted to the individual who invented swivel office chairs. Byron's neck has been a fruitful field for a series of boils, but he has been aided greatly in looking to the right hand or to the left by "riding" to his destination in making his observations.

Just after last week's meeting Geo. Bowman and John Smith were standing out in front of the Warner with a group of Kiwanians. Two ladies passed, and George asked who they were.

John Smith said "Mrs. John Doe and her niece. Her niece is rather good looking, isn't she?"

George said: "Don't say 'knees is,' say 'knees are.' Come on, let's go back to school."—Louisville and Nashville Mag.





## Portland Division

Miss Helen Harkson, requisition clerk, Division Store, Brooklyn, has been granted a leave of absence on account of sickness.

John McGee, assistant B. & B. foreman, passed away September 29 at the San Francisco Hospital. Mr. McGee entered the service in October, 1894, and since that time has made many friends.

B. Spitalnick, who has been with us for the past four years as dictaphone operator, is leaving for San Francisco to work with her brother in the Frigidaire Company.

G. Beath, electric zone dispatcher, has been taking life very seriously since Mr. Dempsey passed out of the pugilistic limelight. It has been rumored that, while the betting was light, the thought was there and its after-math. The Dempsey mode of chicken style fighting was greatly developed during his last attempt to wrest the crown from Tunney, but Mr. Beath, we understand, still feels that he would have been richer if Mr. Dempsey had abandoned his effort to cave in Tunney's knees and play for a knockout while his victim crashed to the floor. This brings the thought that cock-fighting will be the next bet for a sure winner.

After spending a couple of weeks at Breitenbush Hot Springs, S. J. "Jim" Brown, piledriver foreman, left on a tour of the South, which included Tiajuana, San Diego, Salt Lake and many other points.

Mrs. F. L. Houghton, who has been on a ninety-day leave of absence on account of ill health, has now returned to her former position as cashier, at Eugene station.

We extend our heartfelt sympathy to L. C. Gram, assistant superintendent, Eugene; F. B. Hanford, clerk, local accounting office; Lester A. Jacobsen, station clerk, superintendent's office, and Edgar Blakney, Engineering Department, the mother of each having recently passed away.

N. Rose, B. & B. supervisor, and H. C. Jones, bridge inspector, are attending the annual convention of the American Bridge and Building Association, which is being held at Minneapolis.

Vern Strang, Engineering Department; Ed J. Painter, head timekeeper; C. O. Jaeckel, clerk to signal supervisor; C. W. Freeman, head file clerk; and Ernie Pedersen, M. of W. timekeeper, are among those who have recently returned from their vacations.

O. H. Shannon, agent, Cascade Summit, has been granted a sick leave to report to the General Hospital, where it will possibly be necessary to remove his appendix.

Burt W. Redick, roadmaster, Albany, has returned from the roadmasters' convention which was held at Buffalo, N. Y.

A. R. "Heinie" Hine, clerk in M. of W. Department, has returned from his vacation. We understand "Heinie" spent most of his time at home secluded in his "Radio Supply House," experimenting for new hook-ups. Considerable mystery surrounds his findings, so we are looking forward to a radical change in radio in the near future.

W. W. "Dad" Lyons, now located in auditor of disbursements' office, San Francisco, recently paid a visit to his numerous friends on this division, where he was formerly employed.

Howard Ewer, Engineering Department clerk (a bachelor, girls, even if he is a golf enthusiast); L. G. Rowell, traveling passenger agent; Orville Neeley, clerk; J. H. Pruett, chief clerk; Mrs. Ferne Graham stenographer. Mrs. Meese and Miss Rullman were absent when the picture was taken.



El Paso General Passenger Office force: Left to right—C. O. Huff, chief rate clerk; Howard Ewer, Engineering Department, of "Ewer Triplet Fame," after acclaiming to his associates of the limit of ducks which could easily be taken at Tillamook Bay mud flats, proceeded to make good his threats. As near as can be learned, most of the day was spent before the Judge, as it appears this property was only recently leased by a private gun club.

M. Otterbeck, retired B. & B. piledriver foreman, read in the newspaper of the recent changes in train schedules. The next morning, bright and early, found him waiting at the window for a copy, stating, "rules prevented him from operating without it."

The bowling tournament is now in real earnest. Eight five-men teams and two ladies' teams have been organized, and, from present indications, it is anticipated that at the close of the season the game will develop some real star bowlers.

Particular attention should be given to the lady bowlers, as some keen rivalry has arisen between the girls of the Calculating Bureau and the girls of the Accounting Bureau.

The men's teams are rounding into form very rapidly, and we believe we have one of the fastest and best teams to be found in the Pacific System, and are willing to back up our assertion in meeting any and all comers. Games can be arranged by communicating with W. J. Reed, Room 10, Union Station, Portland, Oregon.

We understand Clarence J. Mast, telegrapher, dispatcher's office, Portland, has become quite efficient in cutting new holes in belts since the bowling season is now under way.

George D. Graham, head B.& B. clerk, has returned from his vacation. According to his statements, considerable time was spent in deer-hunting. We have it he came close to getting one, that is, he found tracks in the sand along the river not over a week old, and all he would have had to have done was go there a week earlier, and you know what would have happened. Well, anyway, George can verify the fact he actually went hunting, as he carries verification in his coat, in the form of a snapshot.

F. W. "Witz" Cantrell was interviewed on the subject of hunting, and it was learned that he had just returned from a pheasant-hunting expedition at Umatilla.

"Witz" reports the pheasants were so thick that even their dog was stricken with "pheasant fever"; however, after getting her quieted down, the shooting began. Only a small portion of one field was covered when the limit was secured by each. As they did not wish to return so soon, the balance of the day was spent in discussing the pro and con of hunting. The corner meat market will not be visited for several days if his story is to be believed; however, as usual, evidence in the form of birds is missing.

Our genial representatives in the local freight office at Park Street, Portland—Mr. Martin, assisted by Mr. Van Court, have been proclaimed the apex of shaving cream and safety razor blade experts. After long scientific experiments, they have arrived at the acme of shaving bliss and are now spreading the art among their co-workers. It has been said that the barbers' union is thinking seriously of filing an injunction as a move to protect—well, we will leave it to you to guess which.

Lora Sefton, comptometer operator, we understand, has cornered the stock market in liniment. She believes in preparedness for future bowling nights.

Lloyd Davis, locomotive fireman, was accidentally shot and instantly killed while deer-hunting near Roseburg October 9. Mr. Davis entered the service in January, 1922.

James Thompson, machinist, Brooklyn, who entered the service in September, 1912, was asphyxiated by carbon monoxide gas while making repairs to his automobile in his garage on October 11.

Miss H. F. Goddard, head stenographer, is spending her vacation visiting relatives and friends in Los Angeles and San Francisco.

The new station building is a fine addition to Pine Ridge and Agent D. J. Payne is keeping up the pace with his acquisition of a new Hup Six.



Here's what makes some folks go wild in praising the fishing in certain sections of Oregon. L. L. Hudson, operator in the "DW" office at Portland made the catch at Kroll on the Marshfield line. M. McMahon, of the general freight agent's office at Portland, also caught the limit at the same place on the same day, September 25.



### DUNSMUIR DROPS INDOOR BASEBALL GAME TO GENERAL OFFICE

"Tomatoes" Hinks' "All-Stars" of San Francisco journeyed to Dunsmuir September 25 and defeated the Dunsmuir "Wild Cats" at indoor baseball by the overwhelming score of 25 to 5, and clinched the Northern California S. P. championship for 1927.

The playing of Martin, Doc Horner and Jack Stewart for Dunsmuir was a revelation, while the performances of Allen, Carmichael, Passur, Sweeney, Killian, Carter and Cole were worth going miles to see. The overcrowded stands were brought to their feet time and again when hard chances were gathered in, cutting off runs and stopping rallies.

The heart of the Shasta wonderland was basking in super-G weather and the day spent there, with the grand exhibition of baseball will long be remembered by the vast crowd who cheered lustily for both teams.

The General Office team was particularly appreciative of the untiring efforts advanced by the division employes in making the trip such a wonderful success.

The lineup:

| "All-Stars" | | | | | "Wild Cats" | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Name | AB | R | H | E | Name | AB | R | H | E |
| Carter, ss | 6 | 4 | 6 | 1 | Pine, c | 4 | 1 | 3 | 0 |
| Swee'y, 2b | 6 | 3 | 2 | 1 | Ben'rd, lf | 3 | 1 | 2 | 2 |
| Carm'l, lf | 5 | 3 | 3 | 0 | Coons, 1b | 3 | 0 | 1 | 1 |
| Allen, c | 7 | 5 | 5 | 0 | E. Sp's, ss | 3 | 0 | 0 | 2 |
| Passur, cf | 5 | 3 | 3 | 0 | T. Sp's, p | 3 | 0 | 0 | 2 |
| Killian, 2b | 6 | 2 | 2 | 1 | Hegl'd, cf | 3 | 1 | 0 | 2 |
| Ulrich, 1b | 4 | 2 | 1 | 1 | VonW., 2b | 3 | 1 | 1 | 1 |
| Swift, rf | 2 | 0 | 1 | 0 | Almos, 2b | 3 | 0 | 0 | 1 |
| Cole, p | 4 | 2 | 2 | 0 | Martin, lef | 3 | 1 | 0 | 2 |
| McQ'h, rf | 3 | 0 | 0 | 0 | Green, cf | 1 | 0 | 0 | 0 |
| Hinks, 2b | 3 | 1 | 2 | 1 | Stewart, ss | 1 | 0 | 1 | 0 |
| Gar'k, 2b | 2 | 0 | 1 | 0 | | | | | |
| Totals | 54 | 25 | 28 | 5 | Totals | 30 | 5 | 10 | 13 |

# When the Frost is on the Punkin

When the frost is on the punkin and the fodder's in the shock,
And you hear the kyouck and gobble of the struttin' turkeycock,
And the clackin' of the guineys, and the cluckin' of the hens,
And the rooster's hallylooyer as he tiptoes on the fence;
Oh, it's then's the times a feller is a-feelin' at his best,
With the risin' sun to greet him from a night of peaceful rest,
As he leaves the house, bare-headed, and goes out to feed the stock,
When the frost is on the punkin and the fodder's in the shock.

Then your apples all is getherd, and the ones a feller keeps
Is poured around the celler-floor in red and yeller heaps;
And your cider-makin' 's over, and your wimmern-folks is through
With their mince and apple-butter, and theyr souse and sausage, too!.
I don't know how to tell it—but ef sich a thing could be
As the Angels wantin' boardin', and they'd call around on *me*—
I'd want to 'commodate 'em—all the whole-indurin' flock—
When the frost is on the punkin and the fodder's in the shock!

*James Whitcomb Riley*